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Official Journal of the

MINNESOTA TRANSPORTATION MUSEUM, INC.

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CIRCULATION

The *MinneGazette* is published quarterly by the Minnesota Transportation Museum, Inc., and is mailed to members in good standing without charge under Third Class postal permit. Members may request First Class Mailing for an additional \$7 per year charge.

SUBMISSIONS

The *MinneGazette* welcomes submissions for publication of articles, photos and other illustrative materials of historical interest relating to transportation in the Upper Midwest. No payment is made, and publication is at the editor's discretion.

MUSEUM PURPOSE

The Museum is a non-profit educational corporation organized in Minnesota in 1962 to preserve and communicate to the public the experience of Minnesota's surface public transportation history. It operates the Como-Harriet Streetcar Line and the Minnehaha Depot in Minneapolis, the Jackson Street Roundhouse in St. Paul, the Osceola & St. Croix Valley Ry. in Osceola and the Steamboat Minnehaha and the Excelsior Streetcar Line in Excelsior.

MEMBERSHIPS

Individual	\$ 30	Family	\$ 40
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MINNEGAZETTE

CORRECTIONS AND NEW INFO

Paul Krebs writes: "Page 19, upper photo. Your caption states that its 'probably built by General Electric.' Looks like the traditional GE logo with the words 'General' and 'Electric' on either side of it below and slightly to the right of the number 2 on the right hand side of the photo. A search revealed this site: <http://www.worldrailfans.org/USA/UP/Locos/Turbines.htm>.

Paragraph 2 states in part, 'In that year [1938] General Electric delivered two 2500 horsepower steam turbine electric locomotives to the UP, numbered 1 and 2. These were intended for high speed passenger train service and had styling similar to contemporary diesel units. The units proved a failure on the UP and were returned to GE after less than a year.' "

Dick Stoner weighs in on the monster locomotives on page 19: "Kratville and Hanks' book on the UP show the turbines as built in 1939 and tested for several years and scrapped in 1942 after trials on the NP. They were not very reliable and the article states they were steam turbine."

Member **Tom Rollo** grew up almost across the street from the Linden Hills depot. Referring to the 1943 Lake Harriet photo on page 20, he believes the little 1900 streetcar depot, used as the boat rental office, lasted until about 1953. He has checked the phone directory of the era. It gives the boat rental office address as 4135 West Lake Harriet Parkway, and the newer, chalet-type streetcar station as 4135 Queen. As for the rear end collision

at Cottage City on page 25, Rollo remembers riding the line and almost never stopping there. Perhaps the stopped car took his follower by surprise.

Gordon Cole Bassett writes: "In the Summer *MinneGazette* you invited comment on the turbine locomotive. This was a pair of coal fired steam turbine-electric locomotives built by General Electric in 1939. I have to question the (photo) date of March 11, 1943. According to my information it was scrapped in 1942.

The engines were 2500 hp 2-C-C-2 cab units number 1 and 2. They were tested on the New York Central and Northern Pacific prior to being delivered to the Union Pacific. They were styled like the early City of Denver diesels from EMC. While on the UP they were painted yellow with brown trim. The big #2 medallion in the photo was a chrome badge with a UP shield in the center.

There is a complete record of their service on the UP in William Kratville's 'Motive Power of the Union Pacific'. They were delivered on April 4, 1939. They made a few test runs and toured with UP 4-4-0 #58, to publicize the movie 'Union Pacific'. I believe they appear briefly in the video of that movie. The units were plagued by mechanical problems and were returned to General Electric on June 17, 1939.

Kratville has a statement that the units were used in some "experimental stunts" on the NP before scrapping. This is probably when the photo was taken. The units seem to be painted all black and the UP shield removed. You can still see what were probably chrome panels around the car body windows."



Left: A large MTM display has been an annual fixture at the Northtown Motel Railroad Show. This year Jim Vaitkunas greets a budding railfan.

Front and inside front covers: In 1949 the Deephaven Bus Company purchased several of these little Fords, painted chocolate brown and dark cream, for their route from Excelsior and Deephaven to downtown via Minnetonka Blvd. Sometime in the early 1990s, Leo Meloche found one of them abandoned in the woods near Aitkin. It looks almost the same, except it has no rear exit door. Minnesota Historical Society collection.

LETTER FROM THE CHAIR

-Michael E. Miller

By the time you receive this Minnegazette, our new Executive Director will already be at work.

An ad hoc Search Committee consisting of myself, **Aaron Isaacs**, **Dave Kettering**, **Jerry Leimer**, and **John Robinson** was formed by the Board to hire a new Executive Director. Six candidates were interviewed. Based on those interviews, an offer of employment was made to **Donald Meyer** on August 4, 2000.

Mr. Meyer comes to us from the National Railroad Museum in Green Bay, Wisconsin. The committee selected him based on his background as an experienced administrator at both Green Bay and at Mid-Continent Railway Historical Society, Inc. where he had success in both organizing the administrative functions of the museum, and also in creating a growing fund raising effort. Mr. Meyer is an experienced administrator with several non-profit organizations. He also has experience with hands-on historical railroad operations. Don uses his 12 years of accounting and non-profit auditing experience and eight years of non-profit business management experience to provide organizational direction and fiscal management to non-profit organizations, the last two of which have been historical rail operations.

The search committee found Don to be a well-informed, quiet individual who is focused and attentive to details. We expect that Don will continue to build the MTM base of donations and grants, as well as increase our volunteer participation in the various operating divisions. Don has led the long range planning function in other organizations and we anticipate that he will provide the same direction here. He was asked to join the MTM organization effective September 18.

I should note that Don was the unanimous choice of the Search Committee and we all feel very fortunate to have been able to obtain his services for the MTM. At this time we are in the process of designing a schedule of meetings and introductions to acquaint Don with the people and the various facets of our unique organization.

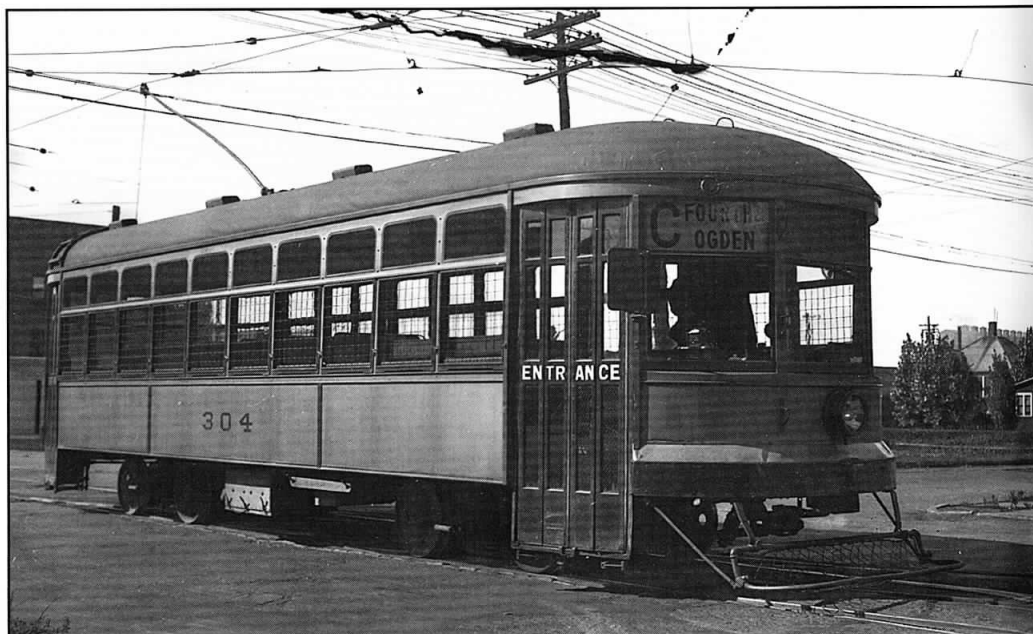
Finally, I want to express my gratitude to the Search Committee for the excellent work they did- and to **Deb Handschin** for doing a superb job of easing the transition between directors.



MEYER HIRED AS EXECUTIVE DIRECTOR

Donald Meyer has been hired as MTM's second Executive Director, filling the position vacated by **Chuck Armstrong** in March 2000. Meyer comes from the National Railroad Museum in Green Bay, where he served for a few months as program development director. Prior to that, he was Executive Director of the Mid-Continent Railway Historical Society at North Freedom, WI.

The last surviving TCRT-built lightweight, Duluth #303, is used as a cabin in Solon Springs, WI. #301-305 were built in 1925 at Snelling Shops by the company's short-lived subsidiary Light Weight Noiseless Electric Street Car Company. They were assigned to the lines in Superior, WI. until abandonment in 1935, then ran in Duluth. Their bodies were sold in 1938. Aaron Isaacs photo, Northeast Minnesota Historical Society collection and MTM collection.



TRACTION REPORT

-Louis Hoffman

Annual Appeal

It's that time of year again - the Como-Harriet Streetcar Line's Annual Appeal. Now in its sixth year, the Annual Appeal has brought in from about \$6,000 to \$13,000 per year. Last year's total of about \$9,000, while impressive, was skewed because of one large donation. While we certainly welcome large donations, just think - if every member have \$15.00, that would raise \$12,000.

Because very few donors request premiums, this year's Annual Appeal will not offer premiums. This decision will save the Traction Fund inventory that can be sold as well as the time to pack and ship premiums. Instead, all donations will go directly to support the improvement, maintenance, and operation of the Como-Harriet Streetcar Line - and will be fully tax-deductible (for 2000 if made by December 31). And there are projects to fund - the local match to the \$440,000 TEA-21 grant that will substantially rehabilitate the track and much of the remaining physical plant, the restoration of ailing #1300, and the restoration of Winona #10. Down the road are Mesaba Electric #10, still stored at the Arsenal, and the second PCC at Jackson Street. Please give. Your generous donation will be appreciated and put to good use.

Why We Do This Department

In early May, the fifth graders from Concord School in Edina came for a streetcar ride and carbarn tour. While the group was bigger than planned, and that caused some problems, a good time was had by all - as indicated by the 19 hand-made thank you notes we received.

Trolley path proposed

Residents of the East Calhoun neighborhood, accompanied by City Council Member Lisa McDonald, have proposed that the former Como-Harriet right of way between 34th and 36th

Streets be converted into a pedestrian path. It has functioned as an informal path since abandonment in 1954. The crossties were left in place and can still be seen. Also extant is the former trolley stop at the end of Coniaris Way (historically Calhoun Place).

The path plan calls for laying a bed of wood chips and erecting historic plaques at the 34th St. entrance, the Coniaris Way entrance, and the 36th St. entrance. The plaques would also describe the history of the area, the Motor Line predecessor to the Como-Harriet, the Lyndale Hotel, the Forman Mansion, the Pond Brothers and the native American outlook and village. The improvements would be made by the Park Board, working with volunteers. A search for funding is underway.

PCC Operations

After its May 20 inauguration, #322 has settled down to providing dependable but limited service. After two June appearances, it settled into an every Sunday first shift routine as part of a two-car operation with #265. #322 will see more extensive service in 2001. But coming into service early in the operating season, there was a lack of trainers and track time to train. Next year, look forward to full-blown PCC operator training in conjunction with foreman and operator recertification and more extensive operations.

General Services Department

Ridership through August 21 has been above figures for 1999. Part of this rise appears to be the result of an ad the Museum placed in the Southwest Journal in June as well as the good publicity resulting from the introduction into service of PCC #322 in late May. For example, June ridership increased steadily after the ad appeared, July ridership was strong, August ridership, which usually drops off from July, was

on the same pace as July as of the 21st, and Sunday ridership, with #322 in service, has been noticeably higher than Saturday ridership. Officially, ridership was at 25,399 through July 31 with an unofficial 8,302 for August through the 21st. At this pace, assuming decent fall weather and a successful Halloween Trolley, we're anticipating ridership in the range of 42,000 to 44,000.

Motor Bus Department

The Motor Bus Department overcame a potentially severe crisis when a small electrical fire broke out in #1399's engine compartment. It returned to service a week earlier than the most optimistic expectations. **Len Wildenauer**, owner of Brighton Auto Electric, spent several hours tracking down a new starter motor with no luck. While rebuilding the starter motor wasn't cheap, Mr. Wildenauer gave the Museum a discount and fast service. **Doug Hall** installed the rebuilt starter motor at Nicollet Garage. All this speaks volumes about the need for a backup bus. If you can donate money or time to assist in the return to service of 1962 TCRT General Motors "New Look" #198 or 1941 TCRT Mack #630, please call Superintendent **Ken Luebeck** at 763-441-5362.

Physical Plant Department

Thanks to **Mary and Tom Beaumont**, **Jeanne Inselman**, **Karl Jones**, **John and Kathy Prestholdt**, and **Suzanne Rogers** for maintaining the Linden Hills Station gardens. **Bill Graham** has overseen grass mowing in the station area. **Roy Harvey** built a crossing in the Glen to enable our contract service to more easily move its mowing equipment across the tracks. Brush cutting, overhead wire maintenance, and track work has been done by **Dave French**, **Roy Harvey**, **Scott Heiderich**, **Ivan Maiden**, **Mike Miller**, **Erik Schwartzkopf**, **Jim Miller** and others.

Many members may not realize that MTM owns another bus, Twin City Lines GMC 5303 "new look" #198. Built in 1964, it was loaned to Winona and escaped the rebuilding that the other members of its class underwent. It has been stored outdoors at Metro Transit's South Garage, gradually being restored to operating condition. Plans are to move it into the Metro Transit Overhaul Base. Volunteers will repaint it in the original turquoise and white colors.



RAILROAD DIVISION REPORT

-Dick Kolter

Meander to Marshfield

The main event in the Railroad Division's summer was the two day excursion to Marshfield on August 5th and 6th. Off line excursions are nothing new, but it has been a long time since something of this magnitude has been attempted. Trips of this type are fun for the volunteers, are popular with the general public, and are usually quite profitable, but they require much work, often on the part of only a few individuals. This year there was an additional incentive. Steam engine NP328 is in need of major repairs and the usually profitable excursions were investigated as a possible source of funds to do the work. It was determined that this trip had the potential of being successful so the decision was made nearly a year ago to attempt it and dedicate the profits to NP328. The name for the trip was selected, "Meander to Marshfield."

Early in the year planning was begun with **Nick Modders** appointed to lead the process. Nick has been serving as the division's off line coordinator. Several planning meetings were held. It was thought that since this trip was to be dedicated to 328 that a steam engine appropriately should be part of the operation. Since our steam engine is out of service temporarily another would have to be hired. Alas, the cost of renting a steam engine was great enough to make the profitability of the whole operation questionable. A diesel would suffice well, especially our SOO559 since this was former SOO territory.

As the year progressed so did the planning. Advertising had to be done on a national scale. Advanced ticket sales had to be made.

Additional rolling stock had to be located and rented. Approvals from the railroad, train servicing stops, passengers lunch, a passenger manual, emergency services and many other things were worked out. **Pat Kytola**, with the assistance of husband **Larry**, handled many telephone inquiries and advanced ticket sales. Eventually the projected break even point was reached and the trip was assured.

Equipment for the trip was our three streamlined passenger coaches, 1097, 1097, 1213, and other rented equipment. The rented cars mostly were the first class cars since we do not own first



The wide, quiet grassy strip beside the Minnehaha depot is no more, replaced by the east noise barrier of Highway 55. The tracks, which extended south for a couple of blocks, have been cut before reaching the south end of the depot platform. A closeup of the gingerbread detail that caused the depot to be nicknamed "The Princess". Aaron Isaacs photos.



class equipment suitable for this type of trip. Some other coaches were brought to Osceola before the trip and stored in case they would be needed.

Eventually the train consisted of six cars, the three of ours, and rented cars REMX 8322, a former Southern Pacific diner, Algoma Central 442, and the Illinois. As it turned out a problem with our engine, SOO559, required the rental of a diesel from the Wisconsin Central. Considering that all of the equipment was very far from new, everything worked well. The mechanical forces on the trip were able to repair a few minor problems that popped up and few passengers even knew that they had anything to fix.

On Saturday morning passengers were given breakfast at the high school in Osceola and then bussed to the depot in time for departure. The train had been made up on the previous Friday, when the rented locomotive was brought in, and left overnight on the siding. Spotting at the depot and loading passengers went smoothly.

The first segment of the trip, from Osceola to Marshfield began on time at 10:00 AM and arrived about 5:00 PM. The schedule for the weekend, which was constructed without much prior experience on this line turned out to be very good. The train ran very close to schedule all weekend.

The first hour of the trip, a westerly movement, was over track familiar to us where passengers got to see the Cedar Bend bridge and other sites observed by our regular riders. At Withrow the engine was run around the train to the east end for the trip to Marshfield.

Shortly after leaving Withrow one of the highlights of the trip was recorded at the Arcola Bridge. This half mile long bridge rises 184 feet and affords a spectacular view of the St. Croix River valley.

A few minutes later a quick stop at New Richmond was made to pick up the box lunches for the coach passengers and hot meals for the first class passengers. Downing Junction saw a meet with a westbound train. Our train arrived first and took the siding. The headlight of the opposing train was visible soon after we were in the siding so only a minimal delay was encountered. Chippewa Falls was the next stop where some of the mechanical facilities had water added by the local fire department.

No other stops were on the schedule but at Owen another train moving in the opposite direction was encountered. Owen is a junction point where the track from Minneapolis meets the

Chicago to Superior main line. Marshfield is located on this line so our train had to wait for the train headed to Superior to pass north of Owen before we could advance the remaining 28 miles to Marshfield.

Upon arrival in Marshfield passengers were quickly unloaded in the downtown area right on the main line and taken by waiting buses to their next activities. The weather by this time had become very overcast with a hint of rain. When the passengers were safely out of the way, the train cleared the main track by heading into a yard spur then backed into another track parallel to, and about 100 feet from, the main. The crew was then transported to eat.

The schedule for Saturday evening called for a short round trip from Marshfield to Junction City, which is 20 miles farther southeast on the Superior Sub main line. While the weekend round trip passengers enjoyed activities arranged by the Marshfield Main Street group, local people were given the opportunity to ride the train on this short Junction City trip.

About a half hour before the scheduled departure time passengers began arriving. Most of the crew had also returned from eating, and boarding began. The weather was still overcast with a fine mist, more like a heavy fog, prevailing. When everyone was on, the train was moved forward onto the yard track and then backed out to the main line. Then it was off to Junction City.

About a half hour later the train arrived at Junction City and the crossing of the Valley Subdivision. At this point the Superior Sub is mostly an east-west track while the Valley Sub is

north-south oriented. The two main lines cross at grade with connecting tracks in three of the four quadrants formed by the junction. Upon arrival our train crossed the Valley line and stopped just beyond the switch for the connecting track in the SE quadrant.

We then backed around this corner onto the Valley line towards Wisconsin Rapids. Movement from here through a SW connection and over a siding to the Superior Sub facing West was then possible. In about another hour the train was back at Marshfield, in the same siding for the night and the passengers were unloaded.

Saturday night found almost all of the crew staying in the same hotel as a group rate had been pre-arranged for this occasion. Passengers made their own reservations at any one of several facilities around town.

On Sunday morning most of the crew assembled at the local Eagles club where breakfast was served. A group picture was taken at this time. Passengers also ate at this location but after the crew had departed for the train. The wet weather was over and a

Warren Olson (L) and Rich Solstad patched rust holes and repaired the RPO door on NP #1102 so it could return to service in Osceola this year. Eric Hopp photos.





reasonable day was in store. Many of the Marshfield Main Street people were present to see the train off and expressed their satisfaction with the whole operation. They asked when could we do it again? They were very helpful in all of the operation from the initial planning to the final day. They did much of the arranging for the passenger activities in town. Some of them drove their personal cars to transport the crew while the buses moved the passengers.

The return trip continued the smooth operation of the previous day. A meet with a freight train at Cadott used up a good part of an hour but had little effect on the schedule, which provided for just such a meet. Our train arrived at Cadott well ahead of the other one so a wait was necessary. The passengers got a good look at the back yards of Cadott. Another stop was made at Chippewa Falls to pick up lunches for the passengers and fill the water tanks on the coaches.

At Withrow the engine was once again run around the train for the trip on our home track back to Osceola. Once at Osceola many passengers watched and took pictures as the crew worked to clean out the train and put it away. The locomotive was then returned to Withrow to be picked up by the Wisconsin Central. Everyone felt it had been a successful weekend.

The round trip passenger count was 204 of which 47 were first class. The evening trip out of Marshfield saw 254 passengers of which 75 were first class. Ticket prices were \$150 for coach and \$250 for first class. The Saturday evening trip was \$35 coach and \$55 for first class. There were some other sources of revenue like concession sales and cab rides. The Wisconsin Department of Tourism put in about \$16,000. At this writing not all of the expenses have been accounted for, so it is not possible to state the profit for the trip, but it seems

certain that there will be a profit that might reach \$5000.

As one of their last activities, passengers were asked to fill out a survey about the trip. A large majority of the comments were very good. Many made suggestions about the "next time" which they were hoping would happen.

Volunteers who were on the trip were: Nick and Sarah Modders, Pat and Larry Kytola, Randy and Donna Martinson, Deb and Bill Handschin, Barry and Sharon Moore, Kevin Chinnock, Tim Tuggle, Bob McNattin, Lane Littrell, Mark Engels, Dick Kolter, Bill Phannes, Phil Wellman, Eric Hopp, Dave Norman, Mike Gamble, Mark Keech, Jeff and Sharon Gartner, Charles Barthold, Mike Rehbein, Stan Sheuerman, Ralph Back, Bob Hawkins, Roger Johnson, and Eric Kallas.

Andersen Company Picnic

This summer, as in the past, the Railroad Division operated a passenger

Permanent bathrooms for customers are under construction next to the Osceola depot. Eric Hopp photo.

Pulling a mostly Great Northern consist just outside Dresser. Eric Hopp photo.

train to provide rides for the people attending the Andersen Company picnic, which is held at a park next to their factory in Bayport. Two coaches and locomotive 105 were dispatched to Bayport for this year's event on July 22. The track in this area is along the St. Croix River so that a scenic half hour trip was possible. The train made trips all day and eventually carried over 1600 people. The movement of our equipment to and from Andersen's was coordinated this year by the Minnesota Commercial Railroad under the direction of John Gohnmann.

Training for new volunteers

Any MTM member wishing to volunteer for Railroad Division crews who has not been through the Operating Rules training is invited to attend an orientation meeting on Feb. 10, 2001 at the Jackson Street Roundhouse, beginning at 10 AM. At this time a study program will be set up to match the needs of those volunteering. There will be group meetings and home study, plus a test at the conclusion.



JACKSON STREET ROUNDHOUSE REPORT

-George Bergh

Roundhouse construction

There has been a lull of outside activity at the roundhouse over the past month of August. According to project manager **Wanda Sims**, the sewer separation excavation will begin the last week of August, on the west side of the roundhouse. The piles of concrete rubble will be removed. The old truck service hydraulic lifts in the turntable area (from the old post office garage era) will be dug out. The new sanitary sewer-surface water piping will be installed and a flammable waste trap system will connect inspection pit drains to the flammable waste trap. The new 400 amp underground electric lines to the pole barn (service panels already installed) will be connected, eliminating the temporary power line. The electric work in Bay C has continued over the summer with new outlets and lighting. The heating system will soon be ready for installation in Bays C and D.

Railroad ties have been delivered and track will be installed in Bay C tracks 16-18. Seven round house door frames need repair. Roundhouse door construction has been subcontracted to Shaw Lumber, to build fifteen doors. Heavy steel beams to support the track over the former wheel drop pit were installed in track 17 during the week of August 21. The "triangle room", adjacent to track 25, on the northwest corner of the roundhouse will disappear, opening the westerly corner door posts for roundhouse door installation. Part of the wooden roof over the remaining loading dock will also be removed. Estimated construction time per contractor LS Black will be 30-40 working days. **Wanda Sims** continues to work with the contractors and architects solving the many problems associated with old building restoration. The NP caboose, used by Wanda for her office, is currently having the roof and rotted walls repaired by **Al Stiles**.

Roundhouse volunteer work

Preparation for installation of tracks 22 and 24 in Bay D is underway. This involves cutting away the high level floor over the track, exposing the concrete rail bases. The rails are held in place on the beams by bolts screwed onto threaded studs set in the concrete. Tracks 22 and 24 studs have been cleaned and re-threaded by **Rich Solstad**, **Marv Heller**, and **Richard Kasseth**. The gasoline driven Racine rail drill has been serviced and is



After many years sitting outside the Minnesota Commercial roundhouse, CB&Q gas-electric #9735 was repaired sufficiently to move it to Jackson Street. George Bergh photo.

ready for operation. A new Geismar 14 inch abrasive rail saw (Stihl gasoline engine) was purchased by the JSRH Museum Division in preparation for volunteer track installation in Bay D and rail clip production is still underway. Ninety pound rail has been identified by **Richard Kasseth** and will be readied for installation this fall when construction permits.

Turntable and new track installation

TKDA Engineering and Julie Snow Architects are currently working on turntable engineering. According to **Art Pew**, Jackson Street Roundhouse Superintendent, turntable installation is planned for 2001. Also in the plans for 2001 is the installation of the "power house track", running from the Rutledge depot area along the north edge of the property, attaching to track on the west end of the property. In addition, there are plans for possible installation of a passing track on the west side.

Other preparatory work

Tony Becker, **Richard Kasseth**, **Mike Gamble**, and **Chris Olson** facilitated the removal of the old Ingersol Rand air compressor chassis from Bay C to allow for the electrical installation. Thanks to **Tony Becker** for taking scrap iron from the site and generating \$900 plus which will go to the steam restoration fund.

Jackson Street Roundhouse Museum

In spite of construction chaos at the roundhouse, the museum has been open on Saturdays and Sundays.

Visitation has been averaging about 90 visitors per weekend, per director **Noel Petit**. In addition, there have been group tours from the Minnesota Department of Transportation, several children's groups, and the Telegraphers had their annual meeting and picnic at roundhouse. The Soo Line Railroad Convention, being held September 15,16, and 17, 2000 at Hudson, WI, will be scheduling a special visit.

The Rock Island Rocket has been readied for operation and narrow gauge track has been laid on the west side of the roundhouse. This will open as a children's ride for the Saturday and Sunday museum days. Involved in this project have been **Noel Petit**, **Mike Gamble**, **Eric Hopp**, **Richard Kasseth**, **Rich Solstad**, **Marv Heller**, **Mike Thompson**, and **Brian Thompson**.

Noel Petit and **Sharon Hanson** continue to coordinate the museum operation and docents. Docents working at the museum this summer have been **Gary and Susie Stendahl**, **John Wickre**, **Dan Fortin**, **Marv Mahre**, **Todd Murray**, **Randy and Melody Martinson**, **Michael Thompson**, **Brian Thompson**, **Ralph Back**, **Barry Moore**, **Barb Durfee**, **Warren Olson**, **Harold Serumgard**, **Tom DeYoung**, **Dave Norman**, **Bill Marshall**, **Gary and Karin Ostrand**, **George Bergh**, **Bill Handschin**, **Tom Needle**, **Art Pew**, **Noel Petit** and **Sharon Hanson**. For volunteer opportunities and docent jobs at the JSRH Museum, contact **Noel Petit** at 612-330-1061 or **Sharon Hanson** at 612-879-5008, or call the new MTM corporate offices: 651-228-0263, ext. 3104.



The painting crews have been busy, completing NSP #5, and Great Northern coaches #1096 and 1097. George Bergh and Eric Hopp photos.



Other Jackson Street activity

Thanks to **Warren Olson** for securing the power house windows on the north side, and to **Marv Heller** for constructing blocks for the CTC panel. To further develop collection processes at MTM, **Ann Merman**, office manager at the Lake Minnetonka Division, will be attending a class dealing with museum collection management and their classification. The course is sponsored by the Minnesota Historical Society.

MTM corporate headquarters at the Jackson Street Roundhouse

The MTM executive offices, located just off the east Jackson Street Roundhouse Museum entrance, have been completed. The large room also serves as the offices of the Great Northern Railroad Historical Society and the Northern Pacific Historical Society. Those organizations participated in the construction cost. **John Robinson** has spearheaded and coordinated the office development. At the last MTM Board meeting, funds were approved to install heating and air conditioning of the office. A glass enclosure/barrier with doorway is planned in the area of the ramp leading into Bay D to allow the main entrance to be heated. Desks were moved into the new space by **Bill Handschin** and **Ralph Back**. Office schedules and office hours have yet to be determined. Separate phone system and FAX lines are installed. Offices and their phone numbers are as follows:

MTM Executive Director:

Don Meyer

Phone: 651-228-0263 / Ext.3101

MTM Executive Staff:

Deb Handschin;

Phone: 651-228-0263 / Ext.3104

MTM Executive Office

FAX:

Phone: 651-293-0857

Great Northern Railroad Historical Society:

Phone: 651-222-3409

Stuart Holmquist, Archivist GNRRHS

Phone: 651-222-3409

Northern Pacific Historical Society:

Phone: 651-222-5660

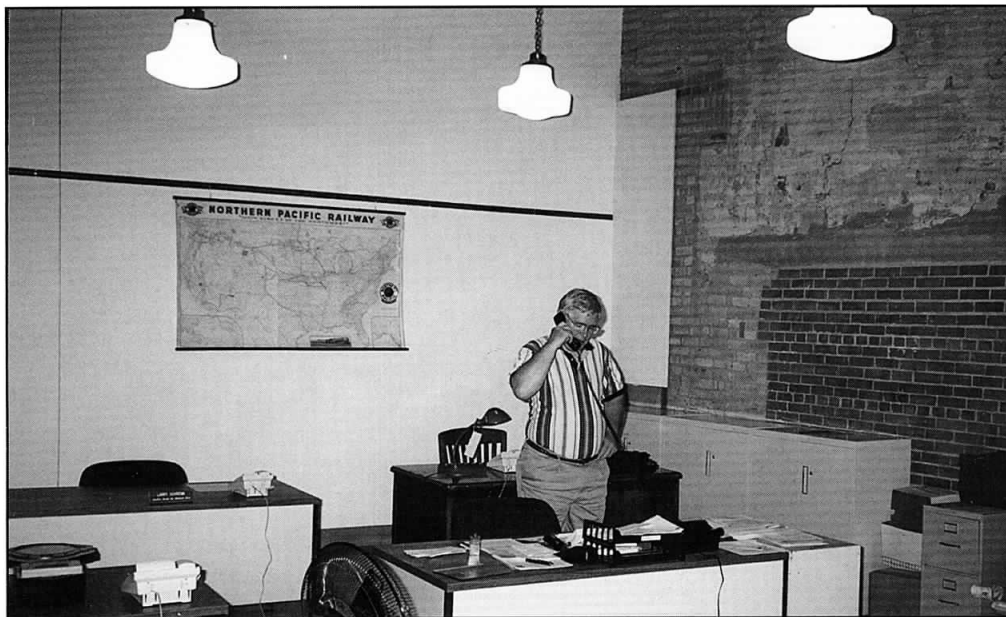
Larry Schrenk, Preservation Committee

Phone: 651-222-5660

Historical Societies (GN, NP)

FAX: 651-292-8615

There is need for wooden office furniture, consisting of tables, chairs and filing cabinets, for the corporate offices. If such items are available, please call **John Robinson** at 612-378-0848.



Dave Kettering in the recently completed Executive Office, which MTM shares with the Great Northern and Northern Pacific historical societies.

Below: The miniature Rock Island Rocket is back in service on newly laid track along the north side of the property. Note the storage spur into the pole barn. George Bergh photos.

New old equipment at Jackson Street

Duluth, Missabe & Iron Range #30 (currently numbered W-30, having been converted to a work car), Chicago, Burlington & Quincy North Coast Limited coach #598, and CB&Q #9735 (the RPO Doodlebug) arrived safely at the Jackson Street Roundhouse on July 27. **Keith Skeivik** performed final preparation for the Doodlebug move, including stenciling the cars. Our thanks to the Minnesota Commercial Railroad for moving the equipment. And, thanks to the Minnesota Commercial for storing the Doodlebug next to their roundhouse these past years. It has been partially covered by tarps, and tightened up for winter by **Keith Skeivik**. Windows and doors will be replaced next spring in preparation for painting.

ISTEA four car restoration project

The project review is still in hands of MnDOT. Once their review process has been completed, contractor bids will be solicited. The low bidding contractor is then selected, and then the work can begin. Recall that the project involves four cars: DM&IR 30, Northern Pacific triple-combine 1102, Great Northern Coach 1213, and the CB&Q 598. The ISTEA project dollars have been increased from \$240,000 to \$295,000 (\$236,000 plus the matching \$59,000 from the Railroad Division). Julie Snow Architects are in charge of the project, with **Ben Awes** being the project-managing architect. **Dick Heine** has been coordinating the project with major assistance from **Eric Hopp**. An

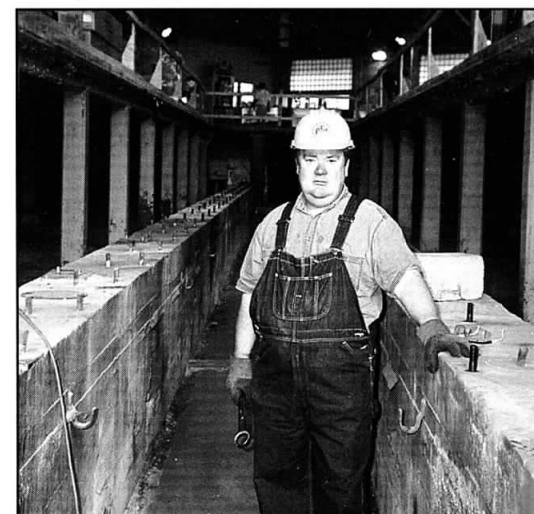
approximate break down of the project dollars is as follows: for DM&IR 30, carbody and under-frame construction-repair, trucks rebuilt, coupler and brake work, with exterior and interior work \$220,700; for NP 1102, repair exterior body and paint in the three color "pine tree" scheme, \$33,000; for GN 1213, install four new axles and wheels, \$30,000; for CB&Q 598, repair exterior body damage and make the body water tight, \$6,500. A transportation allowance was \$4,000.

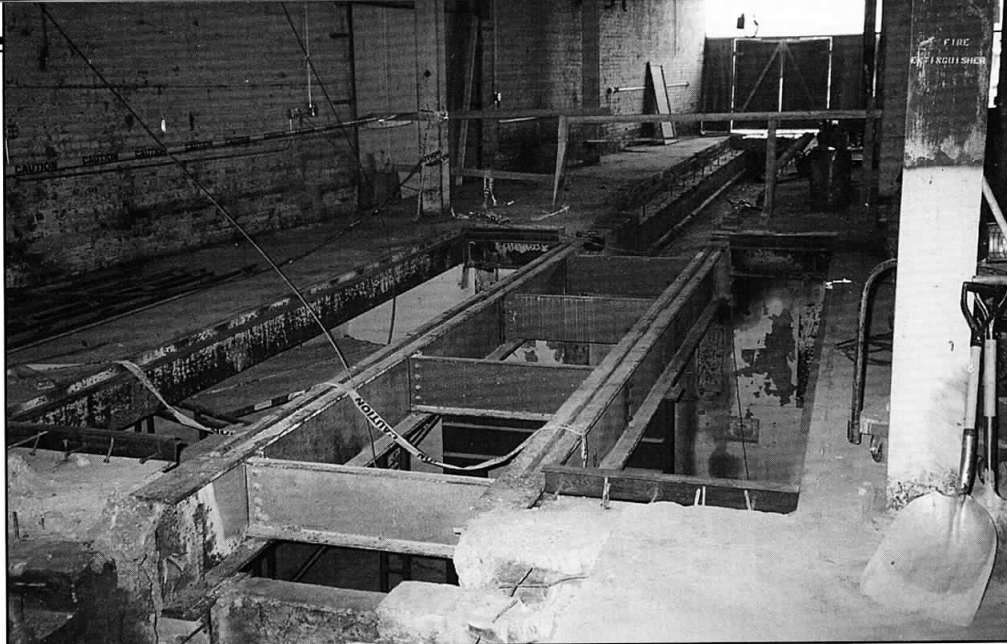
Steam locomotives

Steam foreman **John Oliver** and crew have been working on NP 328 and NP 2156. People involved have been and others. Thus far, the small boiler tubes have been removed entirely from both engines. Boiler interiors have been needled-scaled by **Keith Skeivik**, **Ward Gilkerson**, **Chris Olson**, and **Ron Beck**. NP 328 cab is being readied for total removal. The ash pan was removed by **Ray Carr** and **Dave Wantz**. Equipment on the outside of the boilers have been removed to facilitate ultra-sound analysis of the boiler shell, seams and joints, and points of attachment.

Plans are being developed to repair the 2156 steam chest hole. A Milwaukee company, Metal Surgery, Inc., estimates the defect can be repaired at the Jackson Street site for approximately \$10,000. The initial strategy is to make sure the hole can be repaired before other moneys are spent on 2156. **Lee Tuskey** continues to gather information and data on the two steam engines as a detailed restoration process is developed. **Bob Gross** has been making a flue bead cutter for NP 2156. This has been a complex and lengthy project. **Keith Skeivik**, **Richard Kasseth** and **Dave Wantz** have been making boiler measurements on the 328.

Rich Solstad prepares the track studs to receive rails in the reopened tracks 22 and 24 in Bay D. It was necessary to cut away the concrete floor above his head. **George Bergh** photo.





There is a large pit under tracks 17 (shown here) and 18 in Bay C, that once housed a wheel drop table. To return the tracks to service, stationary beams have been installed over the pit. George Bergh photo.

The donation process of Northern Pacific 2153 has been formally completed. The engine has been owned by the city of East Grand Forks. Now, thanks to the efforts of the Honorable **Lynn Strauss**, Mayor of East Grand Forks, **Dale Skyberg**, Director of Parks and Recreation, and the East Grand Forks City Council, the engine has been donated to MTM. Thank you very much. Coordinating the acquisition has been **John Oliver**. The engine is a Baldwin built Q3, and is a sister locomotive to MTM's NP 2156. The boiler is thought to be in good condition. The engine having been flooded, the running gear may need some special attention. Planning is underway for moving the engine to Jackson Street. At the moment, the tentative plan is to move the engine by rail on its own wheels. Early preparation will involve cleaning journals, replacing tender end-beams, removing pistons and piston rods, disconnecting valve gear, and returning the brake system to working order. A planning group has been meeting consisting of **John Oliver, Eric Hopp, Bill Handschin, Bob Gross, Lee Tuskey, Dave Wantz, and Mike Gamble**. Current steam restoration funds are limited and dollars are needed. A steam fund raising project is being planned for the end of the year. If members, readers know any corporations/foundations friendly to MTM, please let us know.

Special thanks are extended to the following members for sending in donations for the steam program: **John Oliver, Stephen Towle, Bill and Deb Handschin, Richard Fish, Charlene Boden, William Goesch, George Bergh, George Isaacs, Andrew Selden, Hobart Bauhan, Ruth Jones, Fred and Mary Raiche, Charles Sikonia, Janet**

and Steven Mitchell, Herbert Dupaul, Richard Hesse, Gerald Leimer, David Bunch, Sven Wehrwein, Anthony Bauman, and Louis Hoffman.

Diesel locomotives

Diesel foremen **John Peters** and **Larry Schulte** continue to coordinate the maintenance and repair work on MTM diesel locomotives. Soo Line #559 developed major bearing problems early in the operating season. The decision was made to replace all the major bearings with new bearings. The sixteen cylinder EMD diesel engine has ten main bearings (two halves per bearing), eight connecting rod bearings, sixty-four cam bearings, all being replaced. Of the four cam segments, one needed replacement. In addition, an engine protection switch was added which monitors the engine cooling system status and oil lubrication status. The voltage regulator and wheel-slip relays were replaced. A water leakage problem in the switch cabinet was solved. **John Peters** and **Bill Zimmerman** have been putting in long hours to repair engine 559. Note that this repair is being done at Osceola, in the field, and not in a shop. As of this writing, the top deck is finished, and the lower bearing installation is nearing completion. The engine will return to service only when all the operating systems of the engine are tested following the bearing replacement. Thanks for the great work.

The Andersen Window Corporation of Bayport has generously donated their plant-switching engine, #3101 to MTM. This engine is a SW600 EMD, 600 horsepower diesel. Members may

remember that it was loaned to MTM on several occasions to power trains on the Stillwater & St. Paul.

Andersen Corporation purchased the engine in the mid 1970's from the Norfolk and Western Railroad. It had a major overhaul in the mid 1980's. The acquisition was coordinated by **Bob Hawkins**. Currently, the engine has been restored to excellent operating condition, and now has two new rebuilt trucks with new axles and wheels. It is now certified with a blue card, meaning all engine systems meet FRA requirements for operating locomotives. MTM has been involved in operating passenger train rides for the annual Andersen Corporation summer picnic at Bayport and engine 3101 will likely be the motive power for the next summer picnic festival.

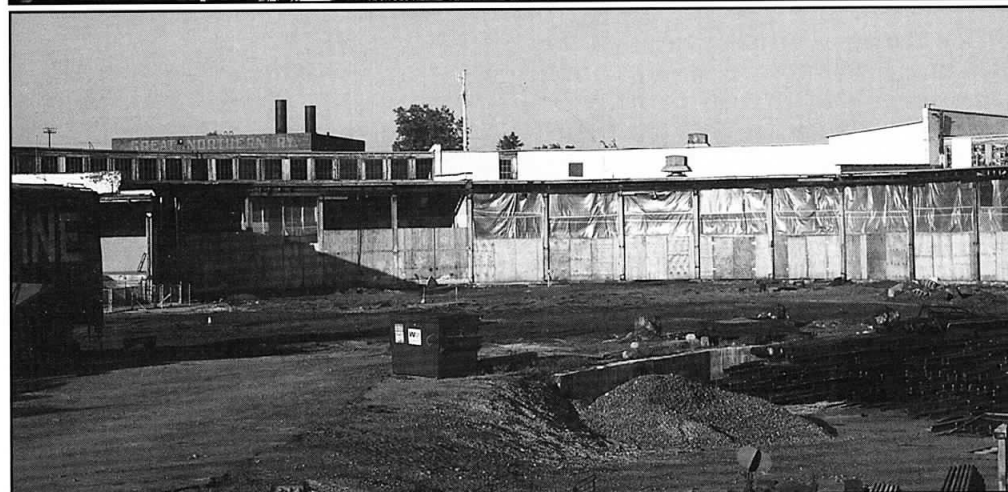
Other engines, rolling stock and projects

The newly acquired GE 45 tonner #10106, also known as the "General Ben", is being readied to travel from United Defense to the Arsenal. It will serve as the Arsenal switcher. Thus far, its number one engine is not yet operational. The problem appears to involve the fuel pump. The estimated time of transfer to the arsenal will be this fall. Coordinating the process has been **Bob Hawkins**, with help from **Phil Wellman, Scott Reed** and others.

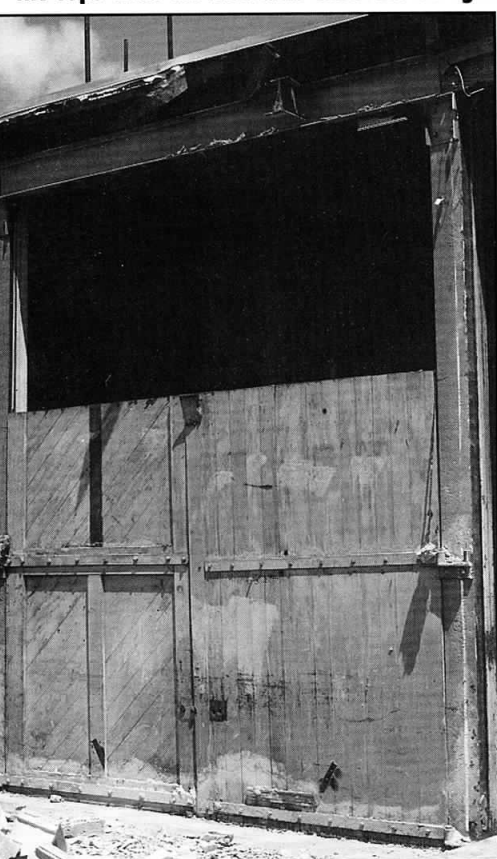
The NSP 5 has been repainted. Our professional painter was **Ron Docken**. Minimal body work was required. On careful examination, the original color was found to be black, not dark blue, as determined in window seams. The body was sanded and primed. Two finish coats were then applied. The yellow stripes on the deck edges were painted last and the "NSP 5" lettering was reapplied. As used by Independent Locomotive Service, a PPG Industries paint was used: DP-LF epoxy for the primer and Delta High Solids Polyurethane was the finish top coat. JSRH exhibit moneys funded the project. **Burt Foster** provided some key moves of the engine in preparation for painting.

Next for painting will be the Lake Superior Terminal & Transfer engine 101 and the Westinghouse B-71. Tentative plans are being developed to repair and paint the CB&Q Doodlebug 9735 next spring.

A multitude of projects have been ongoing at the roundhouse. **JJ Teskey** re-tiled the cab floor of LST&T 101, as well as trouble shooting an air brake leak. Car A-11 had the hand brake repaired by **Eric Hopp, Dave Wantz, and Bob Hawkins**. **Ed Urmstrom**



Down goes the "garage", built by the Post Office in 1959 over the filled-in turntable pit. The roundhouse door openings are revealed. They lack doors except for Bay D, where they the tops were cut off. New ones are being made. Eric Hopp photos.



machined a new hand brake part to replace a broken part. The Fairmont speeder has been repaired by **Phil Wellman**, with assistance from **Mike Gamble** and **Todd Driver**. Required COT&S servicing on car 1213 was performed by **Eric Hopp**, **Joe Fishbein**, **Richard Solstad** and **JJ Teskey**. Brake valves were replaced, brake cylinders greased, and the brake system tested. Engine NSP 5 was cleaned by **Todd Murray** and a radiator leak was repaired by **Phil Wellman**. Ice engines for cars 1096 and 1097 have been repaired and overhauled. Water pumps were rebuilt with newly machined pump rotors fabricated by **Bob Gross**.

The 1096 ice engine had a leaky radiator fixed. The 1097 ice engine had cylinders honed, new pistons installed, and new plugs and plug wires replaced. The electrical systems were cleaned. The engines were transported to Osceola and installed with the crane truck. Performing the work was **Eric Hopp**, **Chris Olson**, **Randy Martinson** and **Tim Tuggle**.

A major passenger car clean-up session at Osceola was performed by **Mark Keech**, **Dick Heine**, **Phil Wellman**, **Eric Hopp**, **Pat and Larry Kytola**, and **Mike Gamble**. **Dick Heine** installed a new public address system in the commuter passenger cars. It will primarily play a pre-recorded message addressing safety issues on the train, but may be used as a public address system for making announcements.

Cars 1096 and 1097 were painted at Osceola. **Tim Tuggle** coordinated the project. Body preparation was performed by **Mark Engels**, **Eric Hopp**, **Kevin Chinnock** and **Tim Tuggle**. Painting was performed by **Mike Warring**. Striping and lettering was done by **Hopp**, **Wellman**, **Tuggle** and **Engels**. Miscellaneous mechanical repairs were made, and locomotive (800 amp-hour) batteries were installed in the 1097 to add some extra electrical capacity (**Eric Hopp**, **Phil Wellman** and **Chris Olson**). **Larry Kytola** repaired vandalism on the Soo Line caboose 99110 and the GN caboose X-71 and supervised bathroom construction at Osceola.

Around the shop

The Hyster forklift received a new steering wheel with a new horn button. These were installed by **Ron Beck** (special thanks for pulling the wheel) and **George Bergh**. A new parking brake was installed, a horn and a new deck installed. The locker room received a new latch per **Eric Hopp**. **Richard Kasseth** continues to do a great job keeping materials managed and organized. OSHA issues are being addressed by **Mark Engels**, **Todd McGonagle**, **Mike Matson** and **George Bergh**. **Zell Olson** and **Deb Wood** rebuilt an air brake lift cart with larger tires to allow improved maneuverability. **Roger Johnson** repaired some shop tools and a vacuum cleaner. The door of the Case front-end loader was repaired by **Mike Gamble** and **Chuck Dahl**. New member **Dennis Walker** and **Eric Hopp** cleaned inspection covers for 559. **Tony Becker** continues to help with projects as needed and does a great job in keeping the office area clean.

Thanks to **Scott Reed** for coordinating shop equipment donation and purchases. Included is the newly acquired 300 amp Miller TIG welder (60% duty cycle). Thanks to **Dave Wantz** for coordinating shop donations and the on-going process of keeping the machine shop organized. Thanks also to **Eric Hopp** as he continues to keep the work lists coming and keep order at the roundhouse and on the railhead, and to **Chris Olson** as he helps with the multitude of projects.

LAKE MINNETONKA DIVISION REPORT

Excelsior Streetcar Line

-Bill Graham

Work continued throughout the summer on rebuilding all 68 window sash needed to glaze car 1239. This required removing and saving the old, wavy window glass and stripping the wooden sash of old paint, varnish and glazing compound. The corners of each sash had to be re-glued before the old glass could be re-installed and new finish applied. The renewed sash should be good for 15 years or more. **Bob Dumas** manufactured new mahogany sash for some missing cab and bulkhead windows. This work will continue throughout the fall and winter, since about three hours are needed to rebuild each sash unit.

Jim Willmore, Neil Howes, Jerry Olson, Roy Harvey and Phil Settergren have begun planning the components for 1239's new electrical system. Installation should get underway this winter. Originally, 1239 had three light fixtures on the ceiling behind the front destination sign, and two more ceiling lights at both of the two rear destination sign boxes. Jim installed this wiring along with the lighting circuits along either side of the compartment.

Last winter, Jim arranged with a Tacoma, WA, plywood manufacturer to supply new oak plywood, one-quarter inch thick, to replace the original deck roof ceiling panels. Twin City Lines installed pressed paper panels when the car was rebuilt in 1935, discarding the original oak veneer panels. The panels are wider than 4 feet and thus must be custom manufactured. All told, five new plywood sheets were supplied, together weighing over 100 pounds and measuring 5 by 10 feet. How to transport the panels to Minneapolis from the factory in the Seattle area? Thanks to **John Goodman** and Amtrak, the panels were loaded into the Empire Builder's baggage car at King Street Station, Seattle, for a second morning arrival in St. Paul. They are being fitted into 1239 as this is written. When finished, they will complete the interior ceiling of the main compartment.

The final coat of custom-mixed urethane yellow enamel has been applied to the outside. **Bob Dumas** and **George Ittner** have been finishing 1239's interior woodwork, including scraping and painting the outside of the clerestory. Using a heat gun and working from



Comfort Leckie and Elizabeth Zastrow have spent many hours staffing the Lake Minnetonka Division ticket office in Excelsior. Aaron Isaacs photo.

inside the compartment through the clerestory window openings, Bob removed around 10 coats of old paint and grime before sanding the entire surface and applying new finish.

At one time or another, most car builders must recall their products to retrofit some flawed aspect of the design. Twin City Lines appears to have been no exception. We noticed that 1239 has two different styles of body bolsters front and rear, the heavy beam extending across the width of the car which supports the weight of the car on its truck. The front bolster is a one-piece casting with a hollow center, identical to the bolsters on MTM's other standard cars. The rear bolster consists of two formed plates 3/4th inch thick, riveted and bolted together to form a truss. The weight of the car rests on the lower plate of this truss. To fill the hollow center of the truss, TCRT used chunks of fir lumber.

The bolster appeared normal until Jim Willmore unbolted the center plate and found the lower truss plate completely fractured through on either side of the center plate. This would have meant that, in service, 1239's rear truck was not effectively connected to the carbody. This might have driven the mechanical department's decision in selecting the car for retirement.

One might surmise that TCRT changed the design of its body bolsters and began replacing broken bolsters as the cars came through the overhaul program. Our 1239 had her front bolster replaced with a modern, one-piece casting at her last re-build. Her rear one might still have been intact at that time and did not require replacement. MTM's fix will consist of scabbing a new half-inch plate across the broken lower truss plate and welding it into place.

This winter's work will include installing new roofing canvas, the main power wiring harness, brake rigging and finish flooring. This Fall, plans call for hauling the former CTA trucks from Linden Hills Car barn to Excelsior Car barn for cleaning, painting and adaptation to car 1239. There's lots to do and congenial company to do it with. MTM'ers who hanker to get their hands dirty overhauling a Twin City Lines standard car, an impulse hard to resist for so many of us, are cordially invited to show up Wednesday evenings and Saturday mornings.

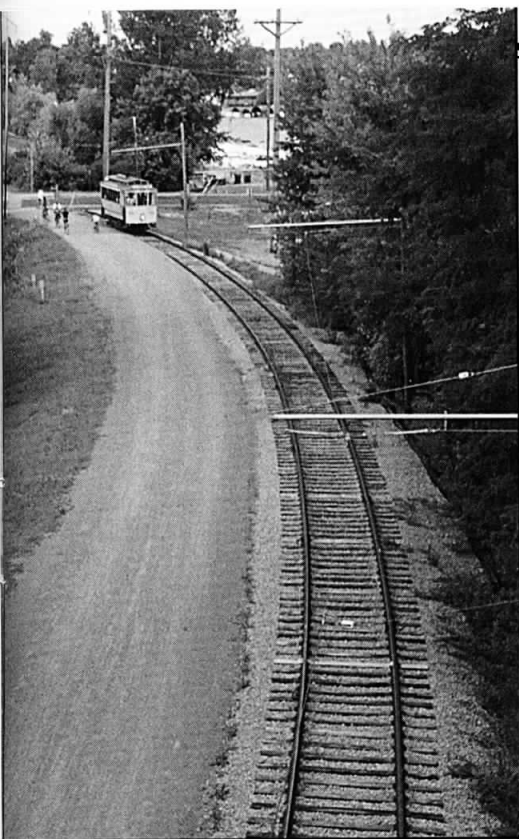
Commodore's Comments

-Mike Kramer

The Lake Minnetonka Division takes its name from Minnesota transportation history in that Lake Minnetonka steamers operated in the late 1800s as the Lake Minnetonka Navigation Company, and under Twin City Rapid Transit as the Lake Minnetonka and White Bear Navigation Company, although no boats actually operated under the TCRT on White Bear. With the Assessment and Restructuring process begun last fall behind us, a new name and a new tradition of leadership succession has set the stage for a stronger and more vital division. An ongoing operation requires a different type of structure than one operating in a development mode, and I think the current mode is working and working well.

Schedules

A new schedule this year, worked out in early spring with **Ross McGlasson's** ridership and income analysis and recommendation resulted in two Excelsior loops interleaved with two round trips to Wayzata. Ridership to date is comparable and slightly ahead



#78 at the Excelsior Blvd. end of the line, as seen from the original streetcar overpass that now carries the Highway 7 Excelsior off ramp. Aaron isaacs photos.

of last year, with less wear and tear on the crew. This year's schedule requires two five and one half hour watches rather than the two six and one half hour watches as in years past. The requests for the shorter loops by families with small children were satisfied and well received. The coffee cruises for the first run of Saturday and Sunday seem popular, but due to the logistical problems surrounding food on a historic vessel, it was decided to drop the concept next year. It was felt the new schedule with the later starts (10 AM instead of 9 AM) resulted in higher ridership by itself.

The Wednesday Concert cruises to Wayzata were expanded to cover all of the concerts this year, and were immensely popular. The plan is to continue them next season as well.

Volunteers

We are glad to report that Division Council member **Ross McGlasson** is recovering from a life threatening staph infection. This illness began in late May, and was serious enough to warrant an extended stay at Abbot Northwestern Hospital. Ross is now undergoing rehabilitation at the Sister Kenny Institute. On the last Sunday in August he was allowed to go to his home on Lake Minnetonka for a few hours. The Minnehaha's Captain that day was **Chris Dovolis**, who made a special



Walking the pole around at the Water Street end of the line.

pass by Ross's home so the passengers could wave and wish him well.

Neal Heminger, with help from **Dave Irej**, completed repairs to the Minnehaha's original whistle. **Bob Bolles**, **Dave Cochrane** and **Christopher Olson** removed the Railroad Division's "loaner" whistle and installed the original in time for Labor Day weekend. Test blowing the whistle made it appear that the boat was leaving its home dock, which caused various people to come to the dock for a boat ride. It's hard to turn people away, but they seem to understand once we explained that the MTM is largely a volunteer organization that can only operate the boat on weekends.

Thanks to the efforts of **Jim Hewitt**, **Leo Eiden**, **Mike McWilliams** and **Christopher Olson** the Minnehaha's engine has been kept in running order. **Virgil Behounek**, **Kerm Stake** and **Bob Bolles** were very helpful earlier this summer in taking down the damaged whistle and installing the loaner whistle. Engineer **Jerry Hansen** replaced a water pressure gauge that was defective. Engineer trainee **Ben Carlson** was once asked: Is steam operation an art or a science? With the various engine knocks that can occur, and the many ways of dealing with those knocks, it sometimes feels like both an art and a science.

This year's GEAR (Give 'Em A Ride) Program has been very successful. These one-hour cruises, scheduled every Wednesday morning, enable individuals linked to other non-profit organizations in Minnesota to experience a ride on the Minnehaha. Special recognition is given to **Captains Cliff Schlueter** and **Bob Johnson**, **Mates Kerm Stake**, **Mike Buck**, **Bill Herzog** and **Bob White**, and Engineers **Christopher Olson** and **Jim Hewitt** for

taking time to operate the steamboat for this program.

Commodore **Mike Kramer** established a new policy this season that provides free rides on the Minnehaha to people who rode the streetcar boats in their heyday (1906-1926). In exchange for these free rides, the participants agree to relate their memories of the streetcar boats for the division's archives. **Tom Bowman**, who rode the streetcar boats at age seven, became the first person to participate in this program.

Overall the division has been busy from June through August. Fall color cruises are going to start, and all MTM volunteers are invited to come out and experience steamboating on the lake.

Engineer Jim Larson gets into the middle of the engine pit as the Minnehaha crosses the lake. Aaron Isaacs photo.



DIGGING THE 29TH STREET DEPRESSION

With the recent opening of the Midtown Greenway in the former Milwaukee Road 29th Street trench, it seemed appropriate to show what the original 1912-14 grade separation looked like. It certainly ranks among the biggest rail construction projects in Twin Cities history, alongside the Stone Arch bridge, the St. Paul Union Depot, and the Northern Pacific's University of Minnesota reroute. 2.6 miles of right of way were depressed below street level. In the process, 39 bridges were constructed.

But there was more, as this album of construction photos from the Minnesota Historical Society collection shows. The corridor was lined with industries. Building the trench, or "depression", often required cutting the foundations right out from under adjacent buildings. It was often necessary to build extensive retaining walls to prevent them from collapsing.

As the construction progressed across south Minneapolis, it severed all seven north-south streetcar lines (on Cedar, Bloomington, Chicago, 4th Avenue, Nicollet, Lyndale and Hennepin. Shuttles from the south met the regular cars from the north and the passengers walked across the construction to transfer.

To date the Greenway bike and pedestrian trail has been completed along the north edge of the right of way from West Lake Street to 5th Avenue. One of the two former mainline tracks remains in service as far east as the grain elevator at 11th Avenue. Hennepin County is attempting to buy the elevator, which will be replaced by an expansion of owner Rahr Malting's facility in Shakopee. Once the elevator is gone, perhaps in the next three years, the freight track will be removed and the Greenway trail extended east to at least Hiawatha.

Hennepin County bought the trench for public transit use. A study is currently underway to determine if light rail, and busway or a heritage trolley should occupy the trench. If a rail alternative is chosen, and if the Como-Harriet Line is ever extended to Lake Street, a possible connection to the 29th Street Corridor becomes a not-to-far fetched possibility.

The almost completed project, looking west from atop Elevator X at 11th Avenue. The under construction bridge in the foreground is Park Avenue. The longest bridge (fourth from the bottom) is 4th Avenue.

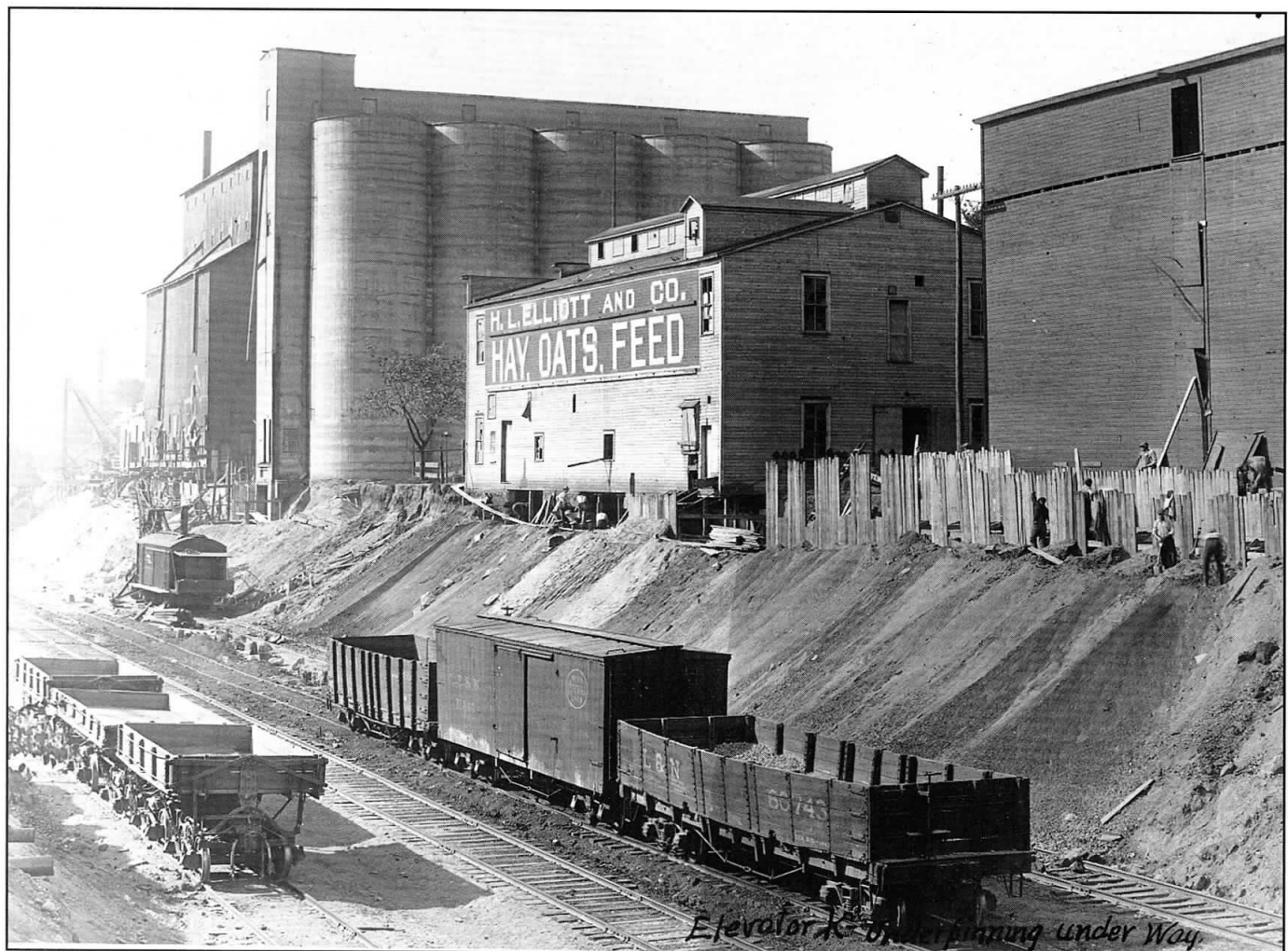




C.M. & St. P. Track Depression
F.G.L. Hunt, ENGINEER.



This is a TCRT photo of Bloomington Avenue looking south from 28th Street on April 17, 1914. It is the only one ever seen that shows one of the at-grade crossings prior to the depression. By happy coincidence, a train is indeed crossing the street, blurred by the camera's slow shutter speed. Note the crossing gates, and the TCRT workcar visible beyond the train. MTM collection



Elevator & building under way.





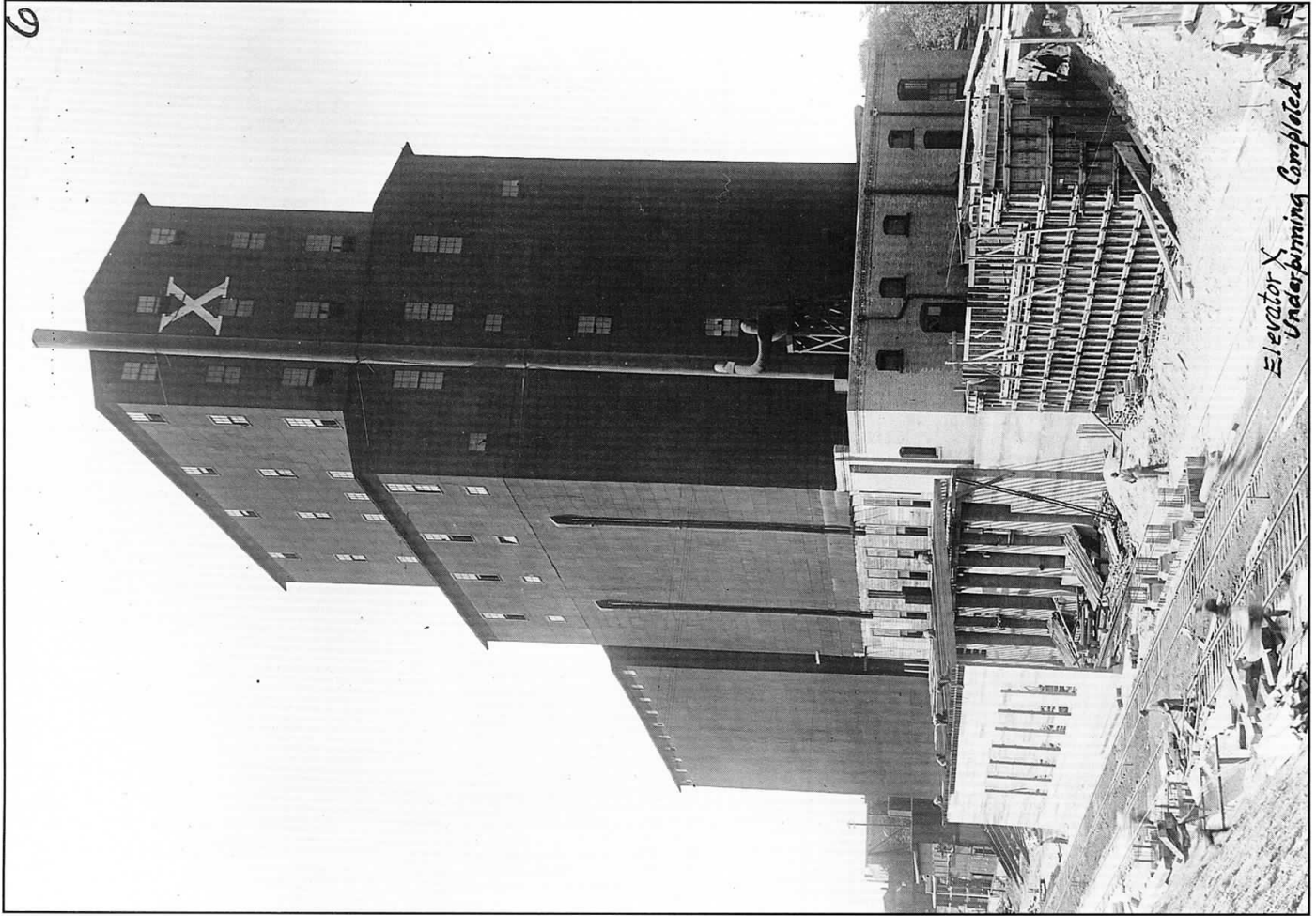
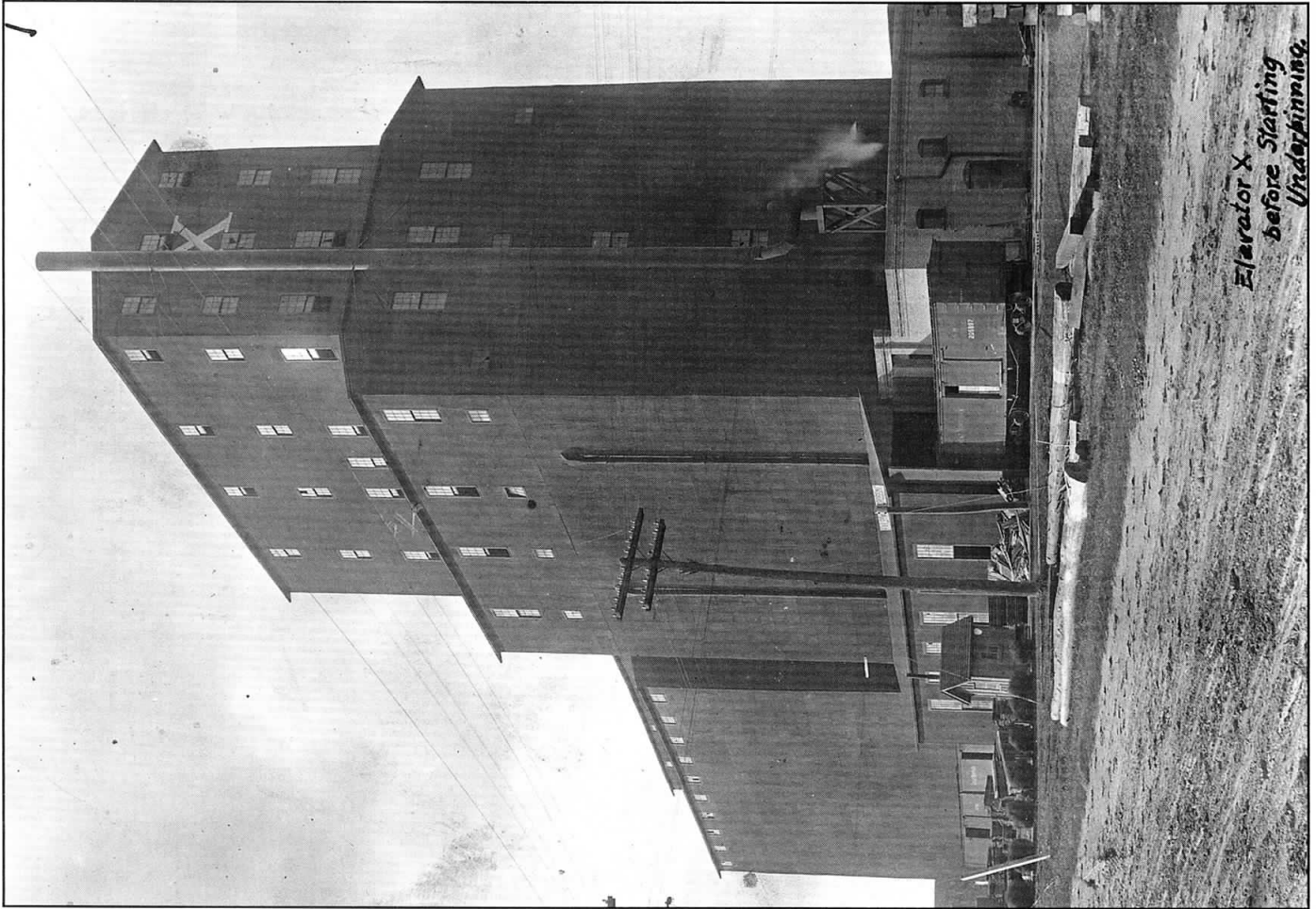
Elevator K was located on the north side of the tracks between Harriet and Garfield Avenues. In the left photo, taken from Grand Avenue, the excavation is underway, but the foundation work hasn't started yet. The large photo is taken from Pleasant Avenue, a block farther east. You can see the Harriet and Grand Avenue bridges under construction, and the large retaining wall that ran (and still runs) between them. Note how the factory in the foreground is getting a whole new lower level. The present day shot from the same location shows the elevator gone, but the rest of the infrastructure still in place. Aaron Isaacs photo.



The present day shot from the same location shows the elevator gone, but the rest of the infrastructure still in place. Aaron Isaacs photo.

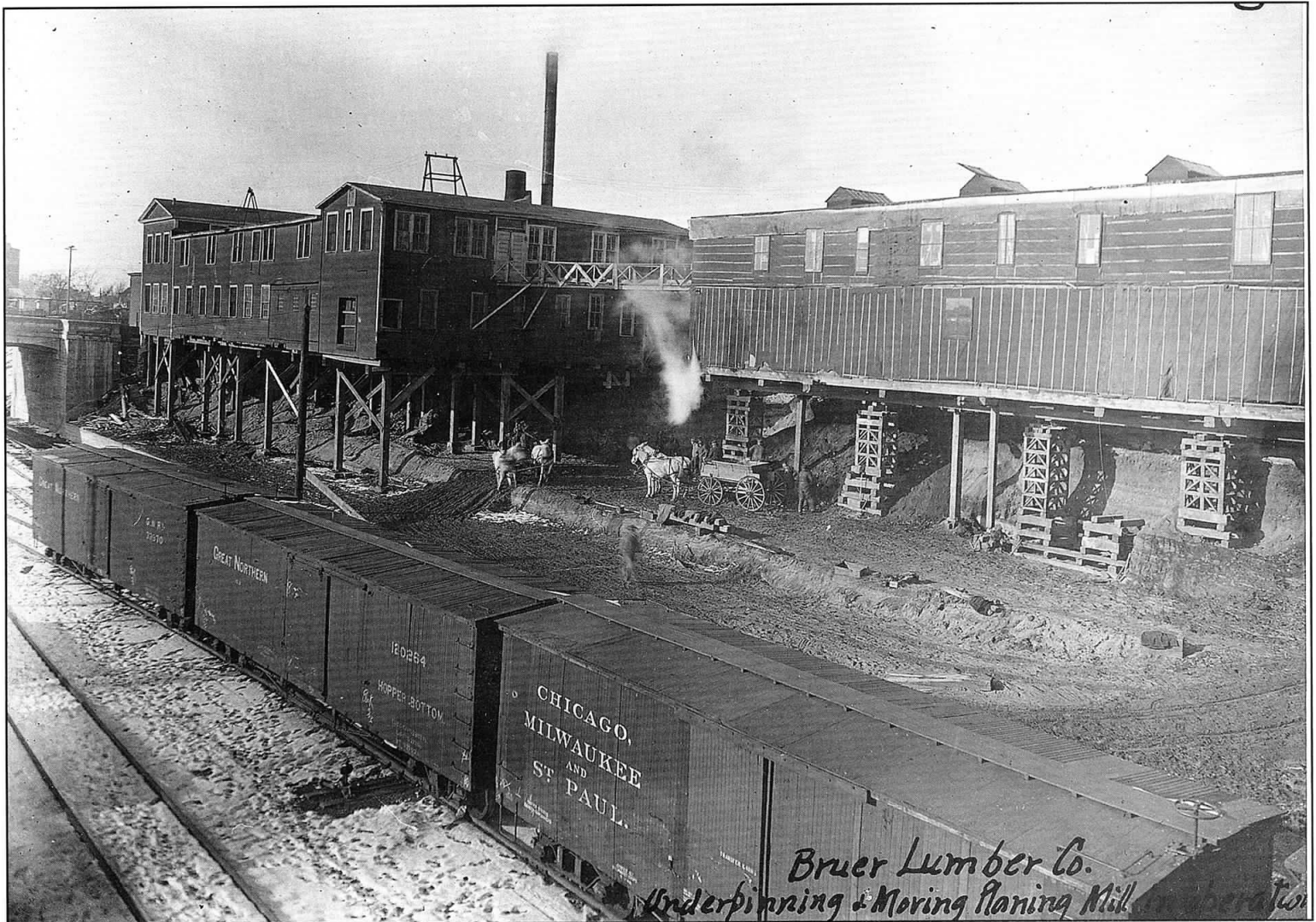


Elevator K- Underpinning nearly complete



Elevator X was located between 11th and 12th Avenues. It was replaced by the present grain elevator, which was built one block to the west. The "after" view shows the retaining wall construction needed to keep the building stable, plus the new, larger freight car shed at track side. The north abutment of the 12th Avenue bridge is encased in wood forms.

Both these scenes show Bruer Brothers Lumber, located on the north side of the tracks, just west of Lyndale Avenue. The top view, taken from east of Lyndale, shows the temporary pedestrian bridge used by the Lyndale Avenue streetcar passengers and others to cross the construction. The lower photo, taken somewhat later from Lyndale Avenue, shows the Aldrich Avenue bridge at left, and the temporary supports, later replaced by either earth fill or new foundations.



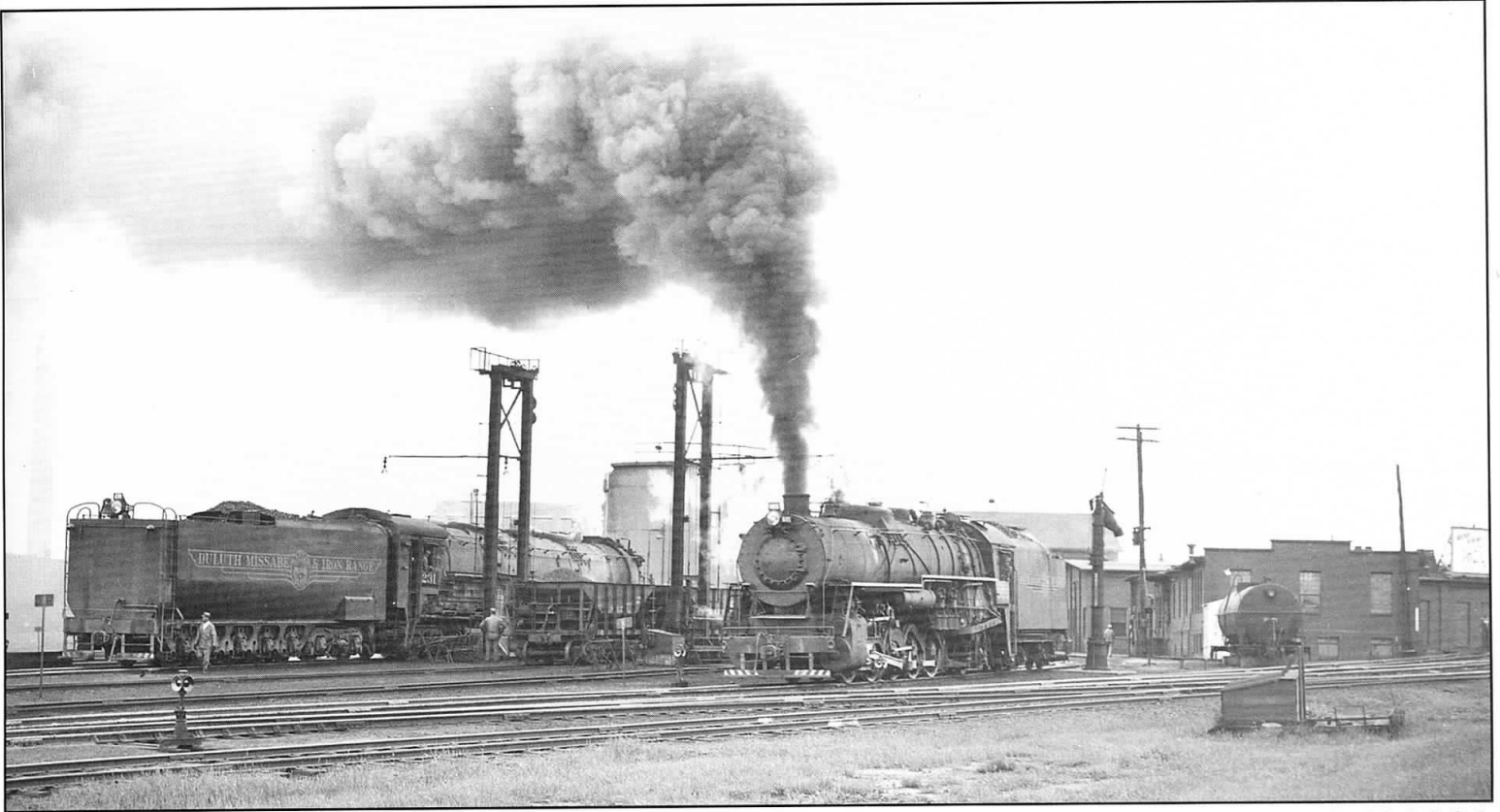
*Bruer Lumber Co.
Underpinning & Moving Planing Mill operation*



There is a low spot on the south side of the tracks between Colfax and Dupont Avenues. In order to maintain the continuity of 29th Street, it was elevated behind retaining walls. However, the property owner to the south still needed access to the tracks, so a pedestrian and truck tunnel was created under 29th Street. It's still there today. Aaron Isaacs photo.

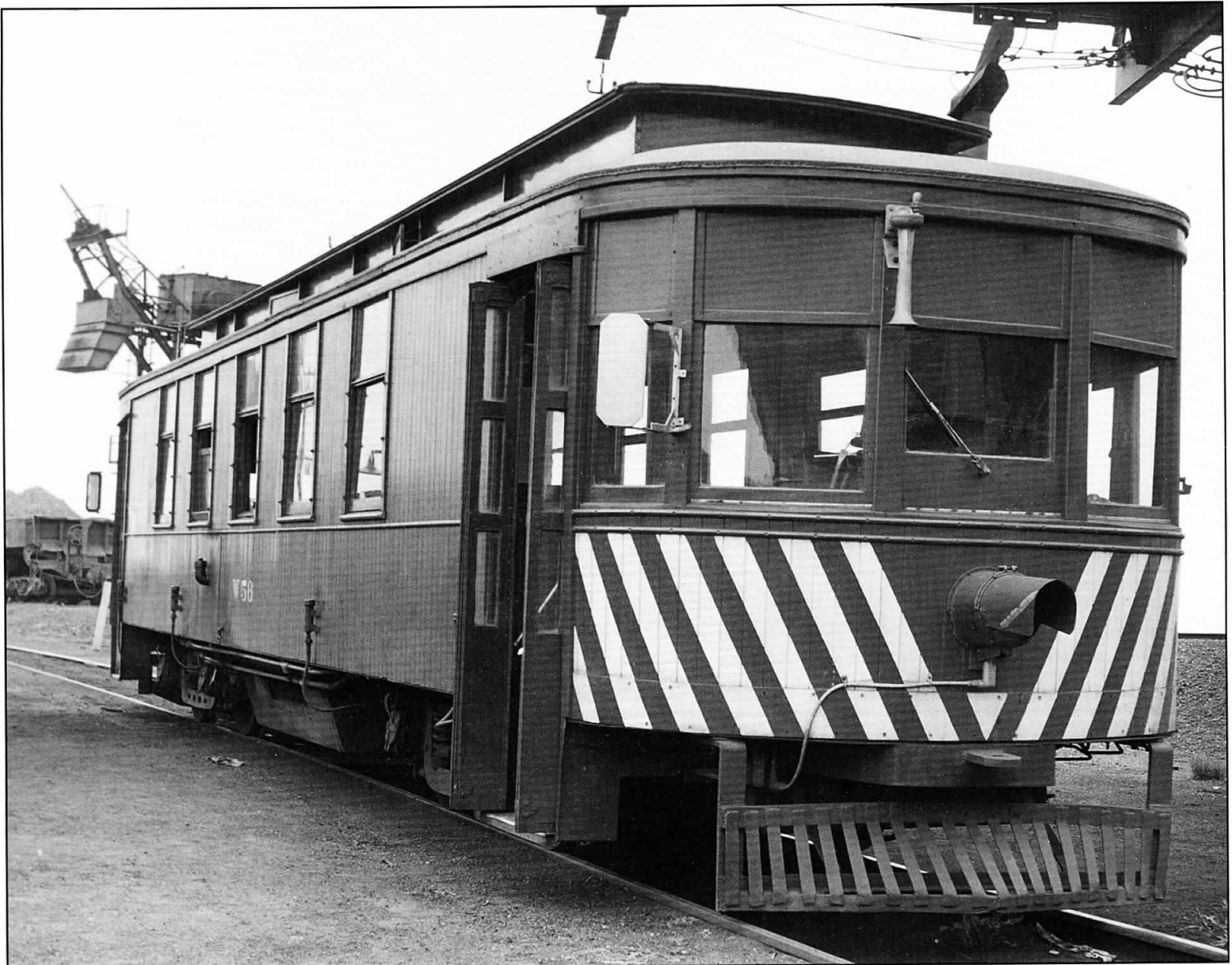
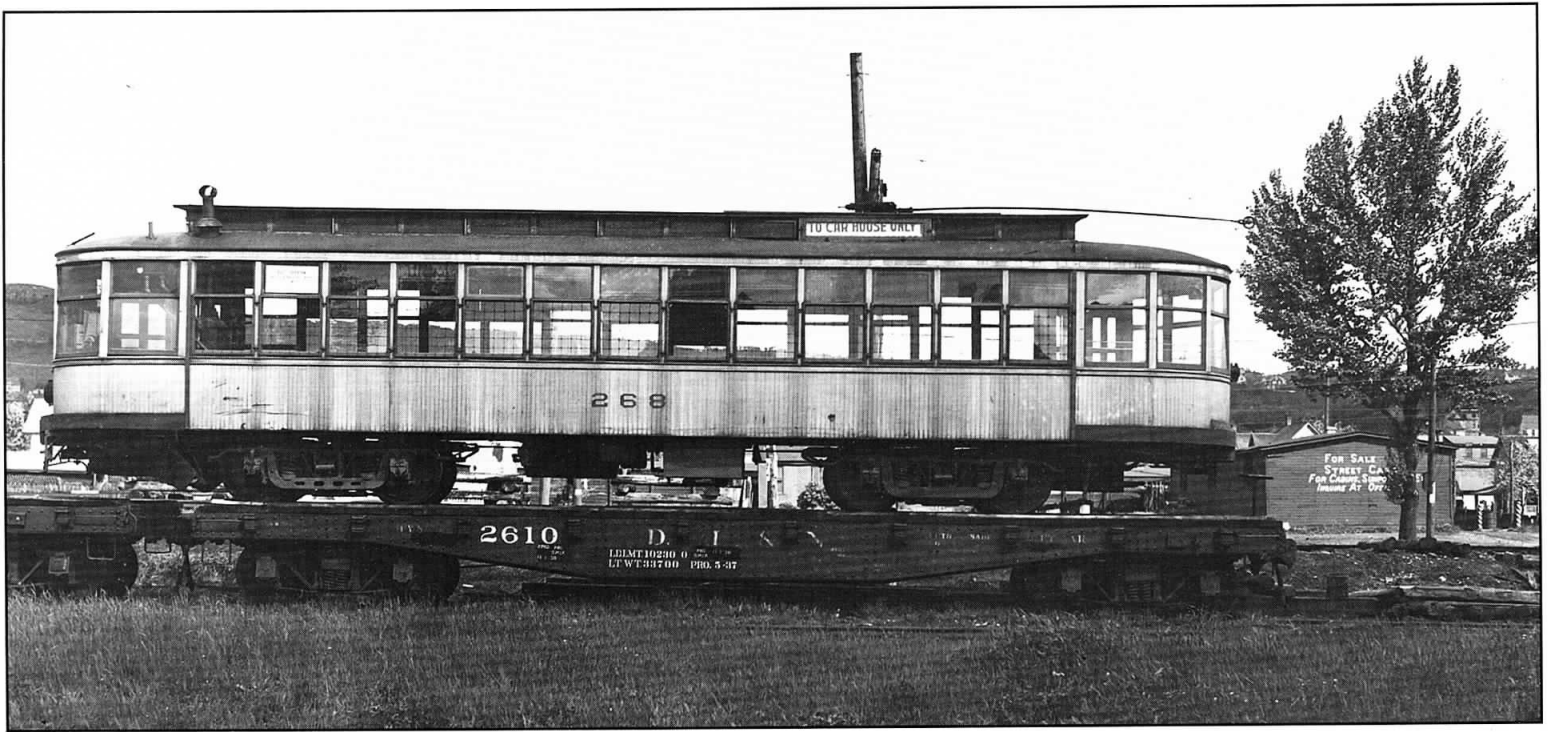
The Duluth scenes on the next three pages, plus pages 30 & 31, appear through the generosity of Dick Stoner.

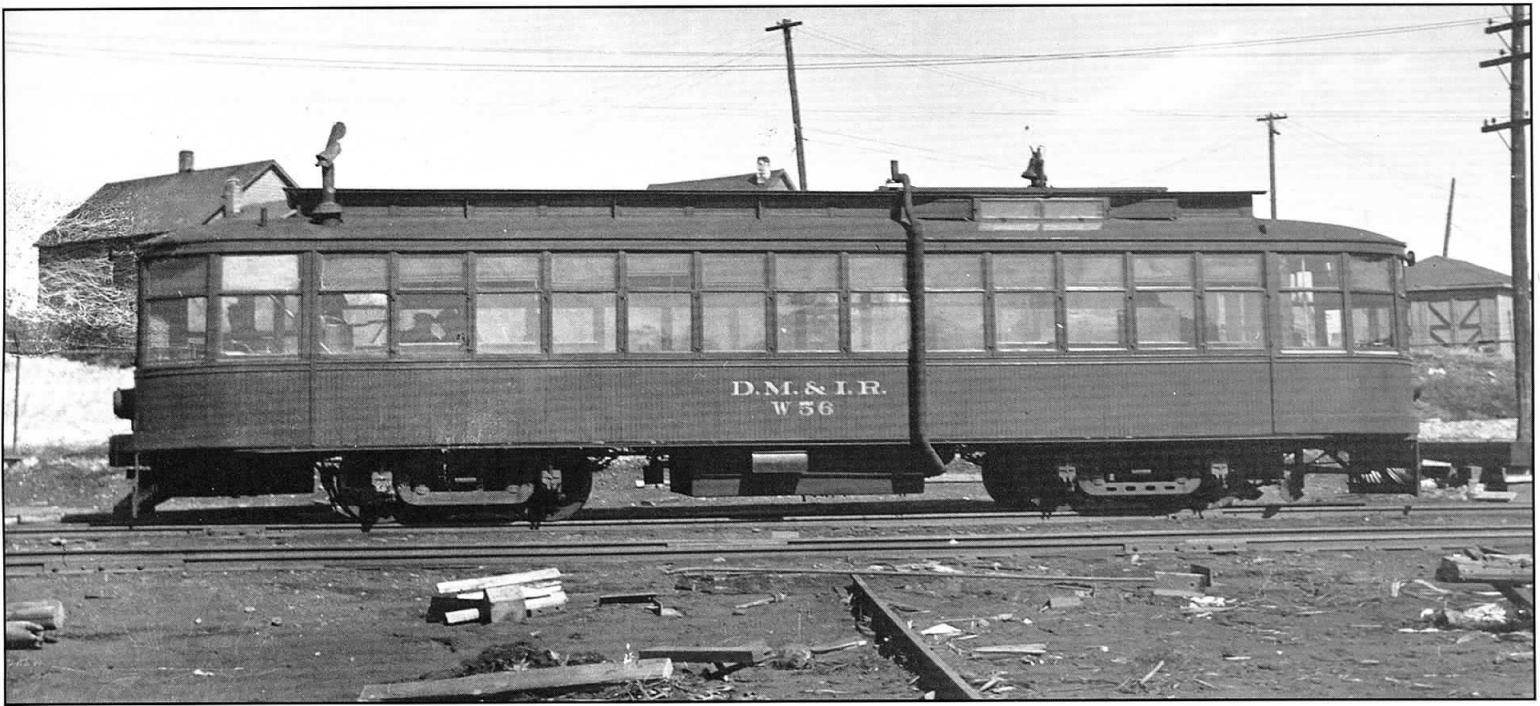
Sporting either the tail car Twin Cities or MTM's Twin Ports, the Great Northern's Gopher leaves Duluth Union Depot in a cloud of smoke.



One of the heaviest switchers ever built, originally for Pittsburgh's Union Railroad, 0-10-2 #505 shares the Proctor yard with 2-8-8-4 Yellowstone #231.

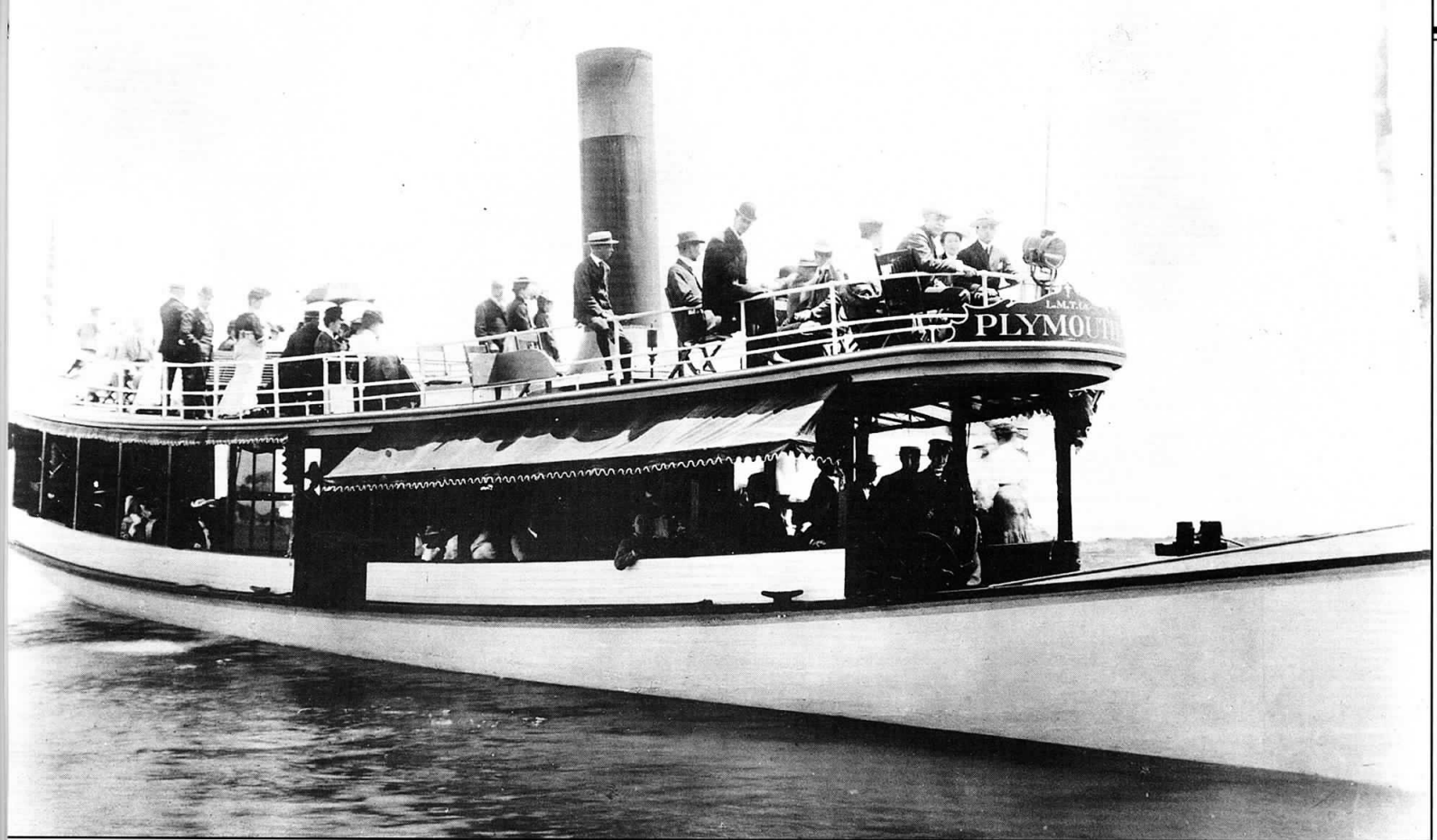






The last Duluth streetcar to survive more or less intact was #268. Like MTM's #265, it was built for TCRT and sent to Duluth in 1916. Despite its higher number, it was actually built a year earlier than #265, in 1914. The top left photo shows it at the Duluth carhouse, after being sold to the Duluth, Missabe & Iron Range in 1939. Note the sign advertising streetcar bodies for sale at far right. DM&IR converted it to diesel-electric #W56, used to shuttle crews around the extensive Proctor yards. Painted Pullman green, the car was later rebuilt with half the windows covered over. It remained in service until scrapped in the 1960's. All photos except bottom right, Dick Stoner collection.





LAKE MINNETONKA STEAMBOAT SERIES MAYFLOWER AND PLYMOUTH

Captain John R. Johnson was one of the premier figures in Lake Minnetonka steamboat history. An experienced ocean sailor, he was hired by W. D. Washburn as a crew member on the City of St. Louis in 1881. He moved up to mate and later captain of the City, and went on to pilot the Belle of Minnetonka. In 1898 he bought the remains of the Lake Minnetonka Navigation Company fleet, reportedly for the fire sale price of just \$3000, and formed the Lake Minnetonka Transportation Company.

This gave him ownership of Lotus, Hattie May and Saucy Kate, plus three docks. To these he added his "New England" series of new boats. Two of these were similar enough in appearance as to be confusing, so they are described here together. First was Mayflower, a single deck 70 foot propeller built in 1898 by George Godfrey.

It was joined in 1903 by Plymouth, built by Andrew Peterson. At 75 feet long, it was only slightly bigger than Mayflower. The most obvious difference is that passengers were accommodated

on Plymouth's second deck, giving it a much greater capacity than Mayflower. Different capacity numbers appear. The ones that seem the most credible are 150 for Plymouth and 100 for Mayflower. Plymouth also had a somewhat longer enclosed stern section, with an oval window where Mayflower had none. Both boats were equipped with awnings and removable windows to handle weather extremes, and an oil headlight could be added for night operation. These can be seen in the photos.

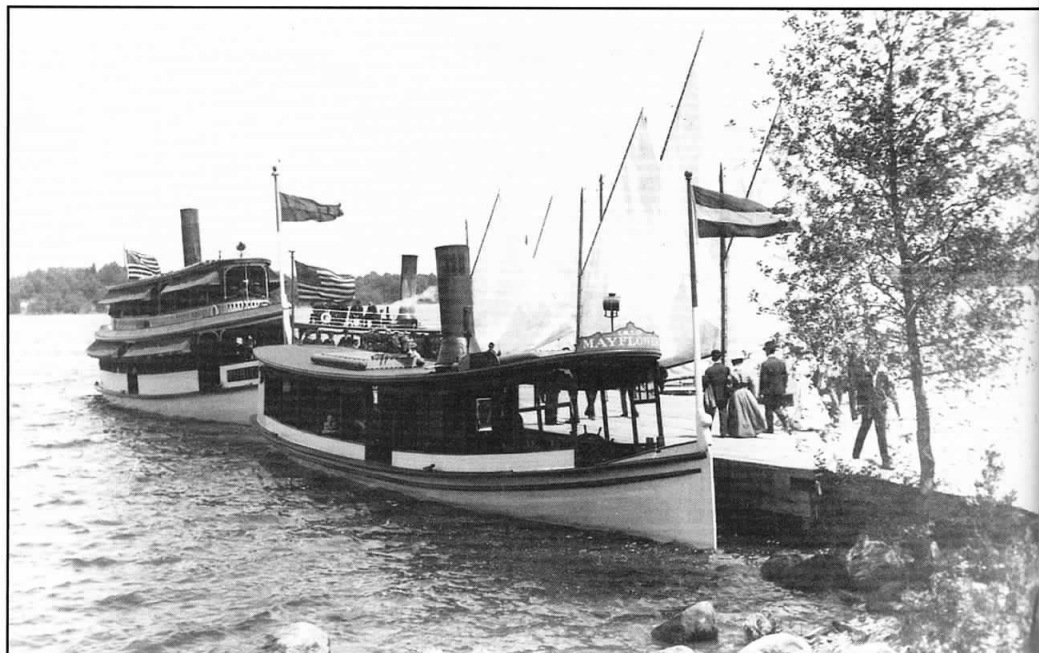
Both boats were sold to Twin City Rapid Transit in 1906. Johnson

Minnesota Historical Society collection

remained active running a large dredging operation. His three dredges apparently were responsible for much of the reshaping of Minnetonka's shoreline. He also was involved in the demolition of Big Island Park in 1911.

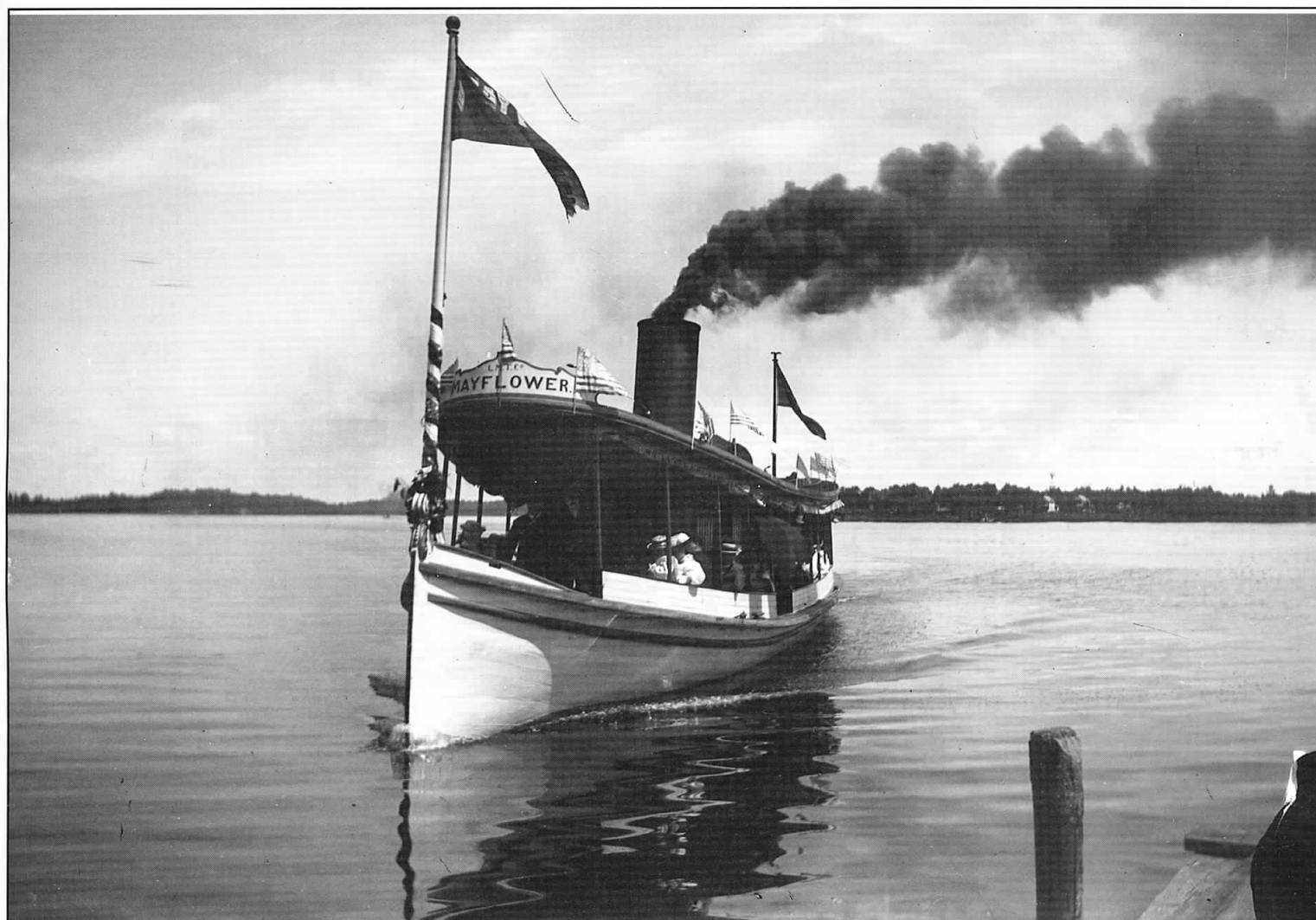
During their TCRT years, Plymouth and Minnetonka ran lake tours and charters that complemented the scheduled express boat service. This business gradually fell off. Both were scrapped in 1914. TCRT recycled the Mayflower's engine, installing it in their tug Hercules, built in 1917.

Mayflower at the Excelsior docks, with Puritan and, partially visible, Plymouth. Minneapolis Public Library collection.





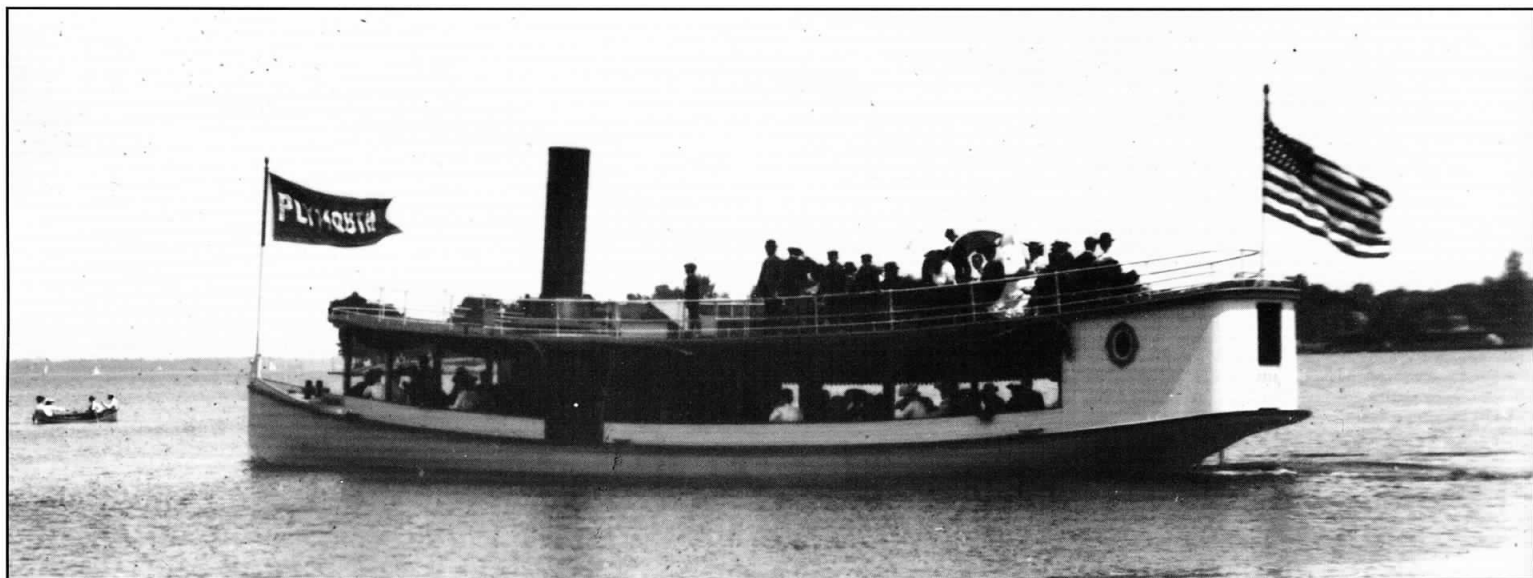
Minneapolis Public Library collection.





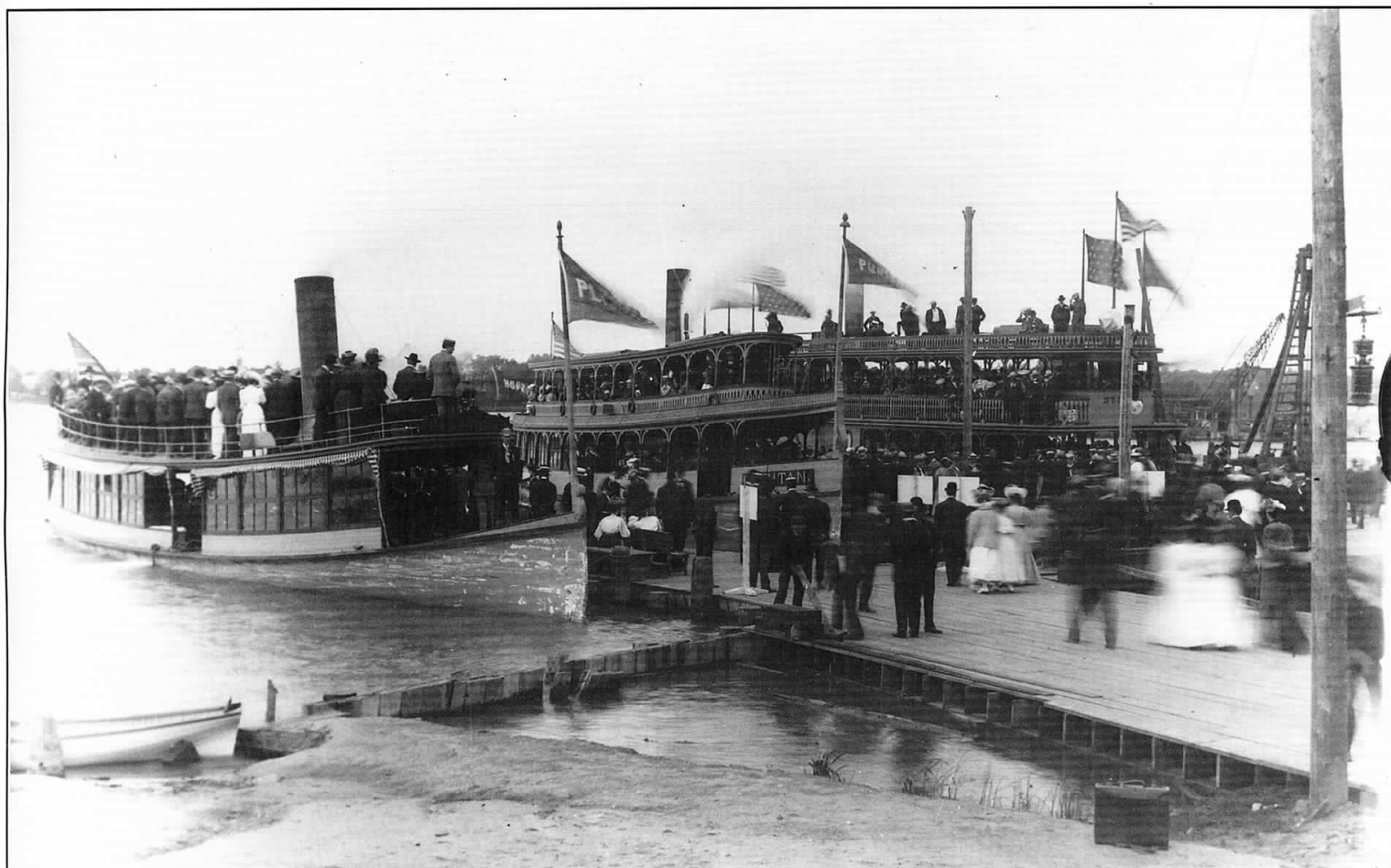
Minnesota Historical Society collection

This view reveals Plymouth's longer stern section, with its oval window. Minneapolis Public Library collection.



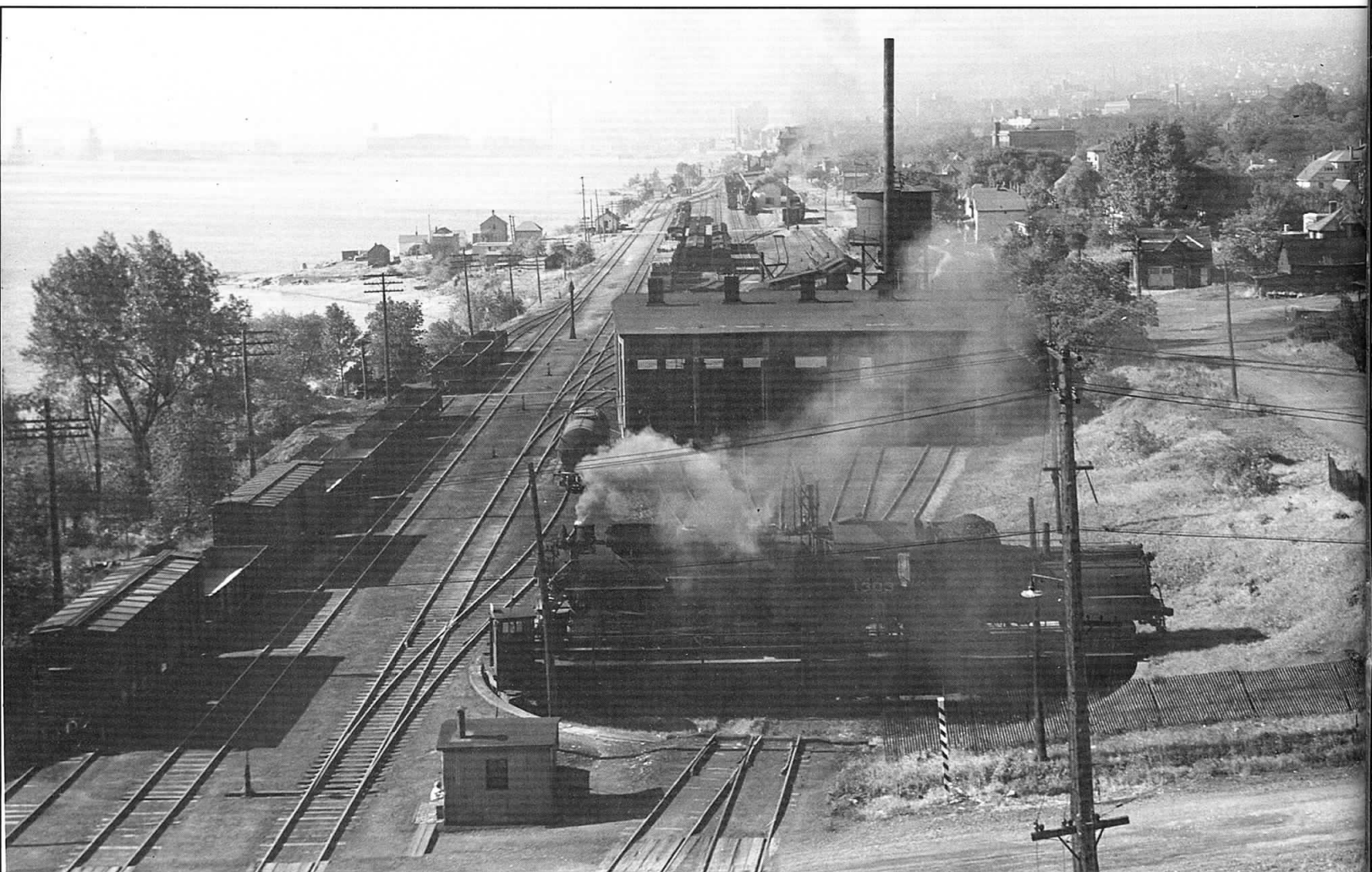


Here are both boats in their later years with TCRT. Both display the cold weather windows. Plymouth, low in the water due to an enormous load of passengers, at Excelsior with Puritan and the Big Island ferry St. Paul. Minnesota Historical Society and Minneapolis Public Library collections.





The view looking down at the Duluth ore docks from the Skyline Drive has become a cliché, but have you ever seen one looking the other direction? 0-10-2 #505 pulls a loaded cut of ore jennies onto the dock. DM&IR local switching in Duluth was handled at the Endion yard and roundhouse, located on the lake shore a couple of miles east of downtown. Both Wayne C. Olsen photos, Dick Stoner collection.



Inside rear cover: It's the mid-1930s, around the time of the merger between the Duluth, Missabe & Northern and the Duluth & Iron Range, which formed the DM&IR. DM&N 2-8-8-2 #205 (Baldwin, 1910) is shown at Proctor, having brought a string of empties up the hill from the Duluth ore docks. Dick Stoner collection.

Rear cover: TCRT's other resort lake was White Bear, reached by a single track branch around the lake's south shore from the junction at Wildwood Park. It was opened in 1904 and this photo was probably taken soon thereafter. In the distance is Rameley's Pavilion, a dance hall located at what is now Rameley Blvd. and Highway 61. To the left of it and partially obscured is the Northern Pacific's Lake Shore depot. MTM collection.







MINNESOTA STREETCAR MUSEUM

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